



# messing about in **BOATS**

**Special Features This Issue**  
“My Most Memorable Sailing Experience”  
“Going into the Ferrocement Business”

Volume 25 – Number 2

June 1, 2007



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June 1, 2007



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Editor and Publisher is Bob Hicks.

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For circulation or production inquiries or problems, contact:

**Roberta Freeman at  
officesupport@comcast.net**

## Commentary...

Bob Hicks, Editor



Amongst the seasonal increase in the number of publicity releases arriving in our mail (or email!) as summer comes on, announcing boating events scheduled for the upcoming season, was the following which I am publishing here rather than on our "You write to us about..." pages.

### 30th Annual Les Cheneaux Islands Antique Wooden Boat Show

The 30th Annual Les Cheneaux Islands Antique Wooden Boat Show (a judged event) and Festival of Arts, takes place on August 11 in Hessel, Michigan (eastern Upper Peninsula). The show is sponsored by the Les Cheneaux Historical Association and organized and run by volunteers. All profits support a maritime museum and historical museum located in Cedarville, Michigan. Our one day show is considered to be one of the top four antique wooden boat shows in the country.

Although I subscribe to *MAIB* I do not recall seeing a calendar of events, but I hope you might find a spot on the letters pages for this information. For further details contact Barb Smith, (906) 484-4081, (906) 484-2821 or lcha@cedarville.net.

Kress Goldner, Cedarville, MI

I chose to publish this announcement on this "Commentary" page to use it as a focal point for some observations about the PR world in our small boat game. It was nice to receive a publicity release about an event from a subscriber who is involved in its promotion. Not only does Kress subscribe but he offered to run a free ad for us in their program. My kinda guy! I am going to respond to that by running a swap ad for their event in upcoming issues. But most such publicity releases that we get come from organizations or persons who, while they do not seem sufficiently interested in the magazine to subscribe or advertise, are quite interested in our giving their promotions a free ride on its pages.

Because we are obviously on lists of boating-related publications we get a number of trade press releases, all telling us that they are for "Immediate Release." Like, it's okay if we print them right away, thank you. We are pleased to be able to do so for those businesses that support us with advertising or subscriptions. Most of those from firms that show no other interest in us than in getting a free ride for their products I trash. The few exceptions would be for products that I feel you might want to know about, but first I contact the firm to ask why they are interested in us as a free medium for their publicity but not for paid advertising. I seldom hear further.

Events of interest proliferate in the summer, of course, and in earlier years I tried to run a calendar of such events for your edification. But the numbers became overwhelming, several pages of listings in our usual tiny nine point type. When I decided to discontinue this attempt to bring all these listings to you I thought perhaps I would set up some event ad pages on which those wanting to reach you could buy small display ads, 15 to a page for only \$12 an issue, to cover my costs for such pages.

I was mistaken. When I made this approach known to those sending me publicity releases there were no takers. Apparently it was not worth \$12 to let you know about their wonderful upcoming events. So I began to print only those releases from persons or organizations that are subscribers (or otherwise support the magazine) in the form of letters on the "You write to us about..." pages. Letters from people who support *MAIB*.

While some large commercial boat shows still help fill our office wastebasket with their promotional literature, the bulk of the event announcements come from a variety of non-profit organizations, large and small. Because of their non-profit status there seems to be an assumption that my publishing their promotional material free is something I should do as a public service.

I need to talk about this business of charity a bit. An old saying goes, "charity begins at home." First I have to be sure the income here is sufficient to continue to support our magazine and personal expenses. Then maybe I can look into supporting charity. Now, those non-profits hoping for free publicity from me are run by volunteers (and in some larger organizations paid staff) who almost assuredly make a lot more money than I do from whatever it is they do in the real world for a livelihood. While they are not asking me for money, they are asking for "in kind" contributions to their causes, free advertising. Why should I in effect give them, people better off financially than I am, contributions?

Some non-profits promoting events and activities that they think will be of interest to you do buy ads as they feel that *MAIB* is indeed a medium through which they can reach potential participants or attendees. I am happy to supplement their advertising with informative details on what one might expect to experience at their events. To those who do not support *MAIB* in some way who still wish to see their announcements on our pages, I suggest they contact me to work out some sort of mutually beneficial arrangement.

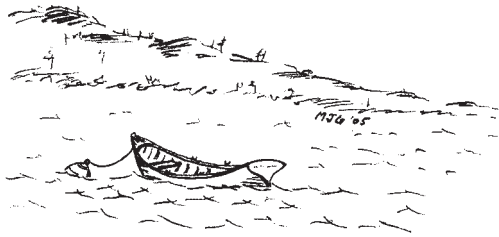
## In This Issue...

- 2 Commentary
- 3 From the Journals of Constant Waterman
- 4 Book Review
- 6 You Write to us about...
- 8 WoodenBoat to Pay Tribute to Phil Bolger at 16th Annual WoodenBoat Show
- 9 Cayo Costa
- 10 My Most Memorable Sailing Experience
- 12 Shark Byte: The Snark Sails Again
- 14 Beyond the Horizon
- 16 Going Into the Ferrocement Business
- 20 Just 1 More
- 24 Her Name is *Limerick*
- 25 Harry's Canoes
- 26 Lasers
- 27 Another Cinnamon Girl 65 Years Ago
- 28 Bolger on Design: Le Cabotin/*Anemone* – Part 3
- 30 Boat Elevators
- 31 From the Lee Rail
- 32 Trade Directory
- 37 Classified Marketplace
- 39 Shiver Me Timbers

## On the Cover...

Reader Gary Gillespie shares with us his small boating views and experiences in this issue, not the least part of which is the topic of transporting small boats. Our cover pictures a common experience for many of us, cartopping, but with Gary's unique system for making this task easier.





By Matthew Goldman

## From the Journals of Constant Waterman

I used to spend some time at Little Beach in South Dartmouth, Massachusetts, between Gooseberry Neck and Slocum's Neck. Most of Little Beach has either dunes or shingle, though at certain times there emerges a sandy foreshore. The gale giveth, the gale taketh away. Behind the beach lie hundreds and hundreds of acres of shallow water, Allen's Pond. It has a little natural breach way where the water dashes through a gravelly chute and shoves a miniature sandbar toward the ocean.

Most of Little Beach remains a bird sanctuary and signs posted everywhere concern the proprietary rights of terns and plovers. The terns have read these notices and cheerfully enforce them. Even so, two miles of foreshore provide a relaxing walk and mile wide Allen's Pond a relaxing paddle.

The road itself remains private, the gate at the top of the drive requires a key. As you come down the rocky drive, high stone walls on either side block most of the view and, hopefully, keep the cows where they belong, on the other side. A quarter mile brings you to the low point of the meadows and the Cow Gate. Again, you have to disembark, open it wide, advance your car, disembark, and close it. Heaven help anyone not securing this gate. The local farm frowns on folks who encourage their cows to bask, naked, on the beach.

Past this gate the briefest causeway crosses a 4' conduit conveying a tiny estuary back to Allen's Pond. Here we often lurked to catch blue crabs. Another half mile of sandy drive brings you to a cluster of modest cottages and trailers. Beside the farm, only these few acres are privately owned. Beyond lies over a mile of sanctuary.

Little Beach lies opposite Cuttyhunk Island, gateway to Buzzards Bay. West of Cuttyhunk rears Buzzards Light. Two successive lightships kept vigil here from 1954 until 1961. Now a formidable Texas tower carries the torch. Huge vessels venture up the bay that leads to the Cape Cod Canal en route to Boston. Adventurous souls have gone as far as Gloucester. People I trust have told me there is even a deal more coastline north of that. Seems far-fetched to me. Who would want to live that far from New England?

One can get into plenty of trouble here in Buzzards Bay. It all began when I borrowed a little Sunfish and, launching it through the gentle surf, clambered aboard and aimed her for Cuttyhunk, eight miles away. The sun was bright and the water wet, what more could a sailor want? Of course, I left my Eldridge's behind. Also my sextant, GPS, and radar. I did remember my clasp knife. If shipwrecked I could use it to cut down coconut palms to build myself a raft. And horrors(!) unravel my bathing trunks to lash the logs together. A man's gotta do, they say, what a man's gotta do.

As usual, I hadn't the need to do either. Perhaps next time I'll dispense with my bathing trunks. But maybe I ought to bring that Eldridge's with me. Give me something to read while perched on the bucket. It seems to have pages and pages just about tides. Those are the things in the water that keep the moon in orbit. I've never quite understood just how they work. You mostly can't see the moon during the day so they can't be very efficient.

But it seems I snagged my dagger board on a whale. For every mile I made due south I made about ten miles west toward New York City. I've been to New York, there's lots of neat stuff to do there. But New York Harbor gets a bit scary when you're huddled on a shingle holding your bandanna spread to the wind. Some of those big ferries get pretty aggressive. Fortunately, by the time I passed New Haven the moon had risen. It chased that ocean home to Massachusetts where it belongs. I made Little Beach in plenty of time for breakfast.

I must admit nobody had really missed me except, of course, the owner of the Sunfish. He tried to explain the tides to me but I told him that all a real sailor needs is a capful of breeze. Besides, I confided, now that morning had pulled the sun from the sea, we didn't need to worry much about those pesky tides. They had dragged that silly moon clear back to Cleveland.

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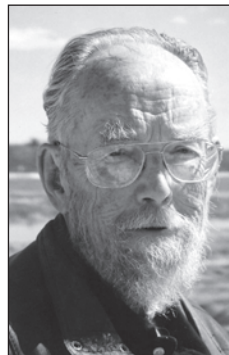
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## Book Review

### *Boatbuilding My Way*

By Warren Jordan

Jordan Wood Boats  
P.O. Box 194, South Beach, OR 97366  
www.jordanwoodboats.com  
\$24.95

Reviewed by Ron McIrvine

*Boatbuilding My Way* contains procedures and tips for building small boats and would be especially useful for the builder with limited or no experience. Jordan's book covers traditional wooden boat building methods for plywood and lapstrake hulls. These are the methods Jordan prefers primarily because they are simple and a great variety of small boats can be built using these methods. Also, Jordan gets much satisfaction using the methods of early shipwrights. Neither stitch-and-glue or glued lapstrake are addressed.

Go through the book, one finds it is similar to a home study course in boat building that can be taken, of course, at your own pace. The book is divided into three sections:

- Part 1: Preparation
- Part 2: Construction
- Part 3: On the Water

Part 1 covers choosing a design, shop and tool requirements, wood choices, fasteners, layout, and building jigs.

Part 2 gets into the actual construction for flat bottom plywood and round bottom lapstrake.

Part 3 discusses oars, paddles, the sprit sailing rig, a little bit on outboard engines, and a chapter on flotation and safety.

Discussion of the various segments of boat construction is sprinkled with Jordan's own personal boating experiences which help to make the book more interesting to read.

I like his advice to the builder on trying to select and decide on a design. "The most important of all is to choose a style and size of boat that best fits your specific needs now, not some dream that could easily turn out to be an overwhelming difficult and frustrating chore."

Jordan's explanations of each building step are clear and concise. There are numerous sketches and many tables with handy information. Here are a few:

Table of wood qualities and applications.  
Galvanic series of metals.

Plywood thickness in inches and millimeters.

Screw size and spacing for plywood planking.

On the negative side, the explanation on spiling would have benefited with some sketches, but it is written well. Also, an index would have been useful.

There is a page on sealants and bedding compounds explaining the characteristics of the maze of products out there, which I liked.

A formula is presented for determining oar length along with a couple of oar design sketches. The spar making and rigging of the sprit rig is covered in detail. Also design and construction of rudders, centerboards, leeboards, and small outboard installation are covered. There is a discussion of boating safety with some good practical pointers.

The 109 pages of the book are printed on 8.5"x11" paper and the book has a spiral binding, making it easy to use. I like the little book and think that anyone interested in small boat construction would find the book a handy reference.

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# You write to us about...

## Activities & Events...

### Atlantic Challenge Community Sailing Celebrates 10 Years

Atlantic Challenge's Community Sailing Program is celebrating its tenth season in 2007, offering recreational, traditional, and racing classes for youth and adults on Rockland Harbor. All-day boat building and sailing classes for youth, family sailing, and private instruction for adults highlight this tenth season. The sailing program is designed to provide hands-on opportunities to all Rockland, Maine, area residents, regardless of financial considerations to learn the arts and skills of sailing and seamanship.

The youth sailing program continues to thrive. One- and two-week lessons for beginners and intermediates are offered throughout the summer. Youth sailors ages eight and up learn the arts and skills of sailing and seamanship aboard one person dinghies, two person 420 sloops, and traditional and modern keel boats. The 2007 season includes interclub sailing with other programs, a high school sailing team, and the Red Jacket Youth Regatta scheduled for July 21. All youth instructors are U.S. Sailing, First Aid, and CPR certified.

Adult sailors experience the same challenges and rewards as the youth. Classes offered in 2007 include beginning, intermediate, and advanced sailing classes as well as family sailing and private instruction. The adult program is made up of a corps of experienced volunteer adult instructors who teach sailing skills on a variety of modern and traditional sailboats. Skills covered during a basic class include rigging, sailing, rules of the road, navigation, and water safety. All classes are designed to build confidence and give students the ability to comfortably rig and sail a boat on their own.

Atlantic Challenge is an educational non-profit organization dedicated to inspiring personal growth through craftsmanship, community, and traditions of the sea. They have been serving their students for more than 35 years using boat building and seamanship as tools that allow youth and adults to challenge themselves and to explore their maritime heritage. Contact Atlantic Challenge at (207) 594-1800 for more information. For sign-up and registration information please visit [www.atlanticchallenge.com](http://www.atlanticchallenge.com) <<http://www.atlanticchallenge.com/>> Scholarships are available.

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### 27th WoodenBoat School

This summer WoodenBoat School will host its 27th season of educational programs in boat building, woodworking, seamanship, and related crafts. Each summer students, faculty, and staff gather at our 60-acre "salt-water campus" here in Brooklin, Maine, to explore a wide assortment of subject matter, all honoring tradition and excellence.

Our emphasis is on learning by doing. While you're with us you will learn new skills, new ways of doing things, and can expect to have a great time in a truly inspiring environment. Our instructors share their knowledge by working closely with students and encouraging their confidence. It is a unique and wonderful opportunity for folks of all ages.

WoodenBoat School strives to promote and encourage an awareness and appreciation of wooden boats, boating, and much more. We'll surround you with outstanding teachers, beautiful boats to use on our waterfront, great food and comfortable accommodations, fine craftsmanship, plenty of like-minded folks from all over the world, and the unspoiled beauty of Down East Maine.

We invite you to join us as a student, guest, or visitor. When you do, you will experience the creative spirit that has made this education center a unique treasure for the past 26 years.

Rich Hilsinger, WoodenBoat School,  
P.O. Box 78, Brooklin, ME 04616-0078,  
(207) 359-4651, [www.woodenboat.com](http://www.woodenboat.com)

### Of Interest to Canoeists in June

The Maine Canoe Symposium takes place June 8-10 in Bridgeton, Maine, with Cliff Jacobson and Becky Mason as the keynote speakers. Also, you can learn to sail with Benson. More good food, a lot of hands on, and a lot of good people. Go to [mainecanoesympoosium.org](http://mainecanoesympoosium.org) or call (207) 892-3121 for more information.

The Maine Wilderness Guide organization will hold their second annual Rendezvous at a yet to be determined site on June 16. Go to [mainewildernessguides.org](http://mainewildernessguides.org) for more information.

Fiddles on the Tobique is the weekend of June 22-24 with camping at Bill Miller's canoe shop in Nictau, New Brunswick. Bill's phone is (506) 3562409.

Bob Bassett, Vienna, ME

## Information of Interest...

### Catboat Corrections

I just spent three wonderful days hosted by Bill Womack and his staff of Wareham's Beetle, Inc., where I watched Beetle repairs and new construction and admired the first Beetle 14. She is very close to launching and beckons to be sailed.

While there I learned of two errors in my recent catboat piece which you published in the March 15 issue. First, Beetle's 28' catboat *Kathleen's* magnificent sail, which is outstanding in performance and beauty punching each photograph whether she's sailing on Cape waters or against the highrises of Boston's harbor, was built by Marc Daniels of Squeteague Sailmakers in Cataumet, Massachusetts. Marc was gallant when I apologized in person and went on to

elaborate that he was brought up on the Cape sailing Beetles and other gaff headed rigs and was partially lured into the sail making business by the challenge of old, traditional sail shapes.

The other slip involved *Sarah*, the Crosby catboat which Mark Wilkins is building at the Cape Cod Maritime Museum in Hyannis. She is scheduled now for launch in the fall.

Sharon Brown, Mystic, CT

### How About Wind Waves?

I have been delighted with the interest readers have shown in tides and tide-related phenomena and thoroughly enjoyed learning from the insights of others, from Peter Jepsen who started it all, to the vast pool of experience Reinhard Zollitsch has shared. A full understanding of tides is beyond me, but I have had fun being a student.

The skepticism some have expressed about the tidal bulge on the earth's far side from the moon is understandable, the application of vector mathematics is typically left to engineers. I would argue, however, that you need not invoke negative gravity to explain it. Imagine your modest outboard can push a Bolger Birdwatcher along at 3kts. If the tidal current stemming your progress is 4kts, you'll find yourself going backward with respect to the shore. I don't think you will suddenly think your outboard has developed negative thrust with respect to the water you're in, you are still doing 3kts.

This is another case where vectors are involved, though most of us solve this problem intuitively. Back when I taught this kind of stuff, I used to say to my students, "Don't believe a word of what I say. Either prove it to yourself the preferred way or make me prove it to you." Needless to say, I was not always appreciated.

There is a subject far more complex than tides and yet of great interest to many of us small boat sailors, and that is wind waves. I would love to tackle some of its complexities but I will have to do some homework first.

Hermann Gucinski, Fairview, NC

### Free Plastic Buckets

Every boater, boatbuilder and homeowner can make use of 5gal plastic buckets, and I have found a way to get them for free. Every chain hamburger joint gets its sliced burger pickles in food-grade 5gl buckets and thousands are dumped in landfills across the U.S. every day. A burger joint will empty one to three buckets a week. These buckets cannot be reused for their original purpose, are more sturdy than similar buckets sold in stores for \$4 to \$6 each, and each comes with a snap-on lid.

Bakeries and donut shops also get ingredients such as flour and sugar in the same buckets and, like the pickle buckets, they are a lot easier to clean for re-use than buckets used to ship paint and drywall compound.

It is usually inconvenient for business operators to recycle buckets so they just throw them in their dumpsters and they have to pay to have them hauled away. I have an arrangement with the manager of my nearby burger joint to pick up his rinsed empty buckets and I find homes for them, including a local charity that helps local folks. You could probably get buckets the same way for yourself and your shipmates, while at the same time helping the environment by re-using the buckets.

Sam Overman, Dahlgren, VA

# About Joiners and Nonparticipation

## No Free Lunch

Some people understand that there is no free lunch. When they join an organization that will help them learn and fulfill a desire, they know that it will involve dedication to the endeavor, work, and payback to the organization, as well as the passing on of the new skill.

The key word in the above is SOME.

A large part of the rest of the folks want to be able to say they belong to the organization. They feel other people translate that as a commitment to whatever. They feel it makes them look good in the eyes of the beholders, kind of like name dropping for socialites.

Then there are the people with good intentions. They never seem to be able to carry out their dreams, however, too busy living an unsatisfying life.

The other side of the coin is the organizations themselves. Some are very supportive of new people and others let them sink.

We have a disjointed group in the Pacific Northwest that camp in, and enjoy, Teardrop Trailers and old trailers in general. Our gatherings in the early '90s amounted to a handful of people. Word of mouth told where the next gathering would be, usually a couple of gatherings a year. The gatherings now include 20 to 100 trailers and they are held every weekend in the summer. I usually take in three or four.

No dues, no officers, just people on their own getting it done. We have a large core of doers and a few who come once or twice and then we never see them again. Each of us makes a point of letting new people know how it works. They are invited to all scheduled events, by more than one person.

Wherever we gather, people come from miles around to look at the trailers and talk with us. Most new viewers are awed by the friendliness of the owners and are surprised we let them into our trailers to look around with no secrets. Most say they could not do that. Obviously those who participate in the gatherings are dedicated and enjoy showing off their work or investment. We learn from each other.

I raced sailboats for 15+ years, sailing over 50 races a year. When I first got involved there were three boats that won most of the time. People started dropping out as they felt they never had a chance. They felt lack of skill and money to buy the go-fast stuff. The skippers of the winning boats decided to have winter sailing lessons. We spent time on each and every boat in the fleet. We even changed boats so people could learn that the winners still won in the so-called slower boats.

The name of the game was not the boat but the crew. Competition became very keen. After four or five years the winner could be anybody and the fleet size grew. Those of us who used to win all the time had to hone our skills to stay in competition as our students started beating us. It now meant something to win and it was very gratifying to see people getting interested again.

Organizations that make it in the long run are like prehistoric tribes. Each person contributes his or hers best skills for the enjoyment of the whole tribe. There is no power person. Decisions are made using the criteria that what is best for the group is the

right answer. Leaders become leaders because they are respected by the tribe for whatever reason and they float to the top. It is an honor and a duty to serve the tribe.

Present day organizations are supposed to be filling a need for the group, but with the "All-About-Me" culture of today the group suffers. Each person feels himself or herself to be the center of the universe. "The rest of you are here to serve my needs." The group gets little or no attention. The leaders are mostly on power trips for their own ego massage. Harsh, but more true than false in my experience. To survive today you must treat the ME. That is tough when an organization is supposed to be for WE.

The human animal hates change. With our culture and technology changing so fast our organizations must be prepared to face rapid change as well. We must bring younger people in quicker and re-train us older guys as well. We used to be educated about something and it would last a lifetime. I am told that 95% of what we learn in school or by hard knocks today will be obsolete in five years. That means a continual rebirth of each of us many times in a lifetime. People and organizations must become more fluid. This takes leadership and dedication on everyone's part to keep up. We must come to embrace change. By this criterium some organizations are going to have a short life.

In a simplistic fashion my suggestion is to treat people with respect. My father used to tell me that all relationships are a matter of give and take. Give 75% and take 25%. Do that and you will have a satisfying life. He lived an active, satisfying life, just a few months short of 100 years.

Gene Galipeau, Stanwood, WA

## Don't Give Up

I have been involved in sailboat racing for 60 years and have observed that to grow a fleet and keep it together one needs several programs. (1) Someone who will help the newcomers with "how to sail." (2) A party person or persons who are always planning extra parties to get the sailors together. (3) Someone who always has a good boat for sale and usually another good one at home so, if you write him a check before the beer wears off, you are the owner of a good boat. (4) Communications. A newsletter or email describing all the fun. (5) Think about A and B fleets for larger groups so you have more winners. In golf if you play in a foursome, 25% of the players are some kind of winner.

Then there is DON'T GIVE UP. So you have a party or outing and you are the only one who shows up. Have a good time and then tell everyone what they missed.

Maybe some programs only are good for one or two participants.

When all else fails, serve food. I belong to another sailing club in this area. No dues. No location. It meets for lunch at lakeside restaurants or picnics at lakeside parks or homes. Sail in to join them or come in a motor boat or drive in a car. The action is eating and visiting. No speaker. No other program. Schedule set by email and 10 to 20 people show up.

Here in Eustis, Florida, there are people with unusually diverse sailing experiences. Exotic races, sailing around the world, Atlantic crossing, Olympic programs. I tried to have series of programs featuring some of these people talking about their experiences. After about five programs we gave up because we were only drawing four people. I felt I had to have more to ask people to come and talk. I should have served food.

Sam Chapin, Eustis, FL

## Rang Several Bells

Your "Commentary" about organizational participation rang several bells for me, one of which was a resounding KLINK since I have missed a number of meetings of one organization to which I belong in recent years. Beyond that, I remembered a conversation with my father many years ago.

He was a working minister for about 50 years and had considerable experience with the various organizations typical in churches. His observation was that there was a pattern. Organizations tended to stabilize with a membership of similar ages and even the most friendly groups would reach a point where they simply got old together and finally ceased to exist as viable organizations.

Just one other observation. After years of telling myself that the world was made up of two types of people, the DOERS and those who were content to watch other people do things, it occurred to me one day that we have developed a large segment of our population that really belong in a third category, unfortunately at the bottom of the scale, by my way of looking at it. These people seem content to use up their lives just sitting watching other people who are only PRE-TENDING to do things. What a shame!

Roland Boepple, Huntington Beach, CA

## Knowledge for Free

Why do people join clubs but don't participate? I'm not much of a joiner but I will theorize they want knowledge for free, that is, for no cost or effort. It seems to be a way of shortcutting the path for learning things the hard way.

I have been extremely fortunate, for most of my hobbies, to chase any angle I want, but always applying the most basic principle of science, direct observation. You'd be surprised at the number of well-established "truths" I have found to be clearly bogus. Luckily, I'm still alive for it. But I digress.

The implication is that club membership will continue to decline under the premise that information is more readily available than ever. Perhaps the loss of club membership is just an evolutionary phase, but as Ryan White says in his article on the Spaulding Center (Volume 24, Number 23, Page 25), "You can't keep it alive artificially." Hopefully people are using that freely available information to actually do things. Note I say "information," not "knowledge."

I have another problem with clubs. Invariably some kind of competition forms up. What's with that?

Martin Neunzert, Ogden, UT

WoodenBoat magazine is making plans to honor legendary yacht designer Philip Bolger after the WoodenBoat Show at Mystic Seaport closes on Friday evening, June 29. A tribute dinner and presentations are intended and Phil is expected to discuss some of his favorite designs, a selection of which will be on display. Tickets are available in limited supply at \$30 per person. They can be purchased by calling WoodenBoat at (800) 273-SHIP (7447) or going online to [www.woodenboatstore.com](http://www.woodenboatstore.com).

Bolger's first design was published in a 1952 edition of *Yachting* magazine. He has been busy, hugely imaginative, and a giant in the industry ever since. With more than 700 designs to date, Bolger is one of the most prolific designers in history. His designs range from the 115' full-rigged ship *Rose* to production motor cruisers to ocean-crossing rowboats to working lobsterboats. A few were total failures, many were spectacular successes. Every one of them makes us look just slightly askance at our priorities and at boats as we think we know them. Every one makes us think.

Bolger once stated, "The best boats are either small enough to carry home or big enough to live on." He takes small, cheap, and simple boats seriously. He brought us the "instant boat," the Dovekie, and the folding schooner. Bolger will always sacrifice aesthetics in favor of function, simplicity, or lower cost. His no-nonsense, priorities-oriented approach to boats, and to their place in our lives, always makes his designs fascinating.

He apprenticed to John Hacker and Lindsay Lord and did part-time drafting for Francis Herreshoff. But his mentor was a little-known boat builder and experimenter named Nicholas Montgomery who ran a small boatyard on the Annisquam River near Bolger's home in Gloucester, Massachusetts. Bolger's knowledge of practical boating history is encyclopedic, including not only what the boats were but also how they were used and built and why.

The 16th Annual WoodenBoat Show will present more than 100 traditional classics and contemporary wooden boats of every type. Large and small, old and new, power, sail, oar, and paddle, all will be on display at Mystic Seaport. Everything one needs to outfit their boat will be offered by dozens of national and international manufacturers and distributors. More details are expected to be announced in the coming weeks. Check the website: [TheWoodenBoatShow.com](http://TheWoodenBoatShow.com) for updates.

More than a dozen informative demonstrations plus six exclusive tours will be offered those who attend the Show. They can discover how to cast some interesting pieces of bronze boat hardware from Sam Johnson, who has been working on boats since the '70s. He has taught casting courses at the WoodenBoat School, San Francisco National Maritime Historical Park, Center for Wooden Boats, and Rivers West Small Craft Center. Workshops on caulking, wire splicing, sawn frame bandsaw bevels, and diesel maintenance will be offered by shipwrights from the duPont Preservation Shipyard. Wade Smith, the supervisor of the John Gardner Boat Shop, will demonstrate steambending and share his pine tar recipes.

Show goers can find out how to make their own purpose-specific boat building tools from Harry Bryan, a popular teacher at the WoodenBoat School and a co-author of the "Apprentice's Workbench" section of

## WoodenBoat to Pay Tribute to Phil Bolger at 16th Annual WoodenBoat Show

WoodenBoat magazine. They can then observe how traditional wooden blocks are made from Jaap Ording who works in his family's traditional block-making business Ording Blokken in Almere, Holland. The company's wood-shelled, bronze-sheaved blocks were featured in WoodenBoat magazine issue #187. Geoff Kerr, who does business as Two Daughters Boatworks in Westford, Vermont, will demonstrate plywood epoxy boat building techniques and Clark Poston, Education Director for the International Yacht Restoration School (IYRS), will illustrate how to spile a plank.

Several behind-the-scenes tours are being offered by Mystic Seaport during the show:

A Steam Engine Tour aboard *Sabino* will occur at 10am and 10:45am each day of the show. These tours are limited to 20 people who must sign up in advance. Launched in 1908 in Maine, *Sabino* is a rare surviving example of an excursion steamer, a boat designed to carry large groups of passengers on pleasure trips in inland waters. Thanks to a major restoration from 1975 to 1980, *Sabino* now carries passengers around Mystic Seaport, providing them with an open-deck experience similar to those enjoyed by past generations. On this tour the steamboat will stay at the dock but interested people can see the details of how her steam engine works.

The Behind the Scenes Tour of Small Boats and Rare Engine Collections will take place 10am to 12:30pm each day of the show, open to all show goers. The Rossi Mill building across the street from the main Mystic Seaport grounds holds a collection of some 400 small boats and an equal number of rare marine engines. These areas are usually closed to the public, but for the WoodenBoat Show dates, Mystic Seaport will lead guided tours of these important behind-the-scenes collections.

The Restoration Tour of Fishing Vessel *Roann* will occur at 4:30pm on Friday and Saturday and at 3:30pm Sunday, open to all attendees. *Roann* is one of the last surviving examples of the fishing vessels that, beginning in the 1920s, replaced sailing fishing schooners of earlier times. The "eastern-rig" diesel-powered vessel, *Roann* has her helm aft and her working deck amidships. She is currently undergoing a complete rebuild in the duPont Preservation Shipyard and Shipyard Director Quentin Snediker will lead tours of the project.

All the above demonstrations and tours are free of additional charge to WoodenBoat Show attendees. The schedule, which is available to view at [TheWoodenBoatShow.com](http://TheWoodenBoatShow.com), is subject to change and attendees should confirm on the day-of-show listing board.

While at the show, visitors should also take advantage of all that Mystic Seaport has to offer. They can visit a working shipyard, tour historic tall ships, cruise the Mystic River, explore a re-created 19th-century village, view fascinating exhibits, shop for marine art, and learn about stars under the planetarium dome.

Show goers can witness the lost art of wooden shipbuilding in the Henry B. duPont

Preservation Shipyard, an opportunity to watch skilled craftspeople perform skills made nearly extinct by steel and fiberglass. From a visitors' gallery the shipyard offers a bird's eye view of carpenters' shops, an amazing 85' spar lathe, a rigging loft, and a large, open area where the Museum's vessels are brought indoors for repair.

From the world's last wooden whale-ship, the *Charles W. Morgan*, to the last example of early 20th century New England fishing vessels, the *L.A. Dunton*, Mystic Seaport's vessels offer a glimpse of long-past seafaring days. As both a working vessel and historic icon, the *Charles W. Morgan* is a reflection of America in more ways than we can imagine. During her career as a whaling ship, the *Morgan* provided employment and investment opportunities for hundreds of people who supplied lubricating and illuminating oil derived from whale blubber. At the end of her whaling career, the *Charles W. Morgan* took her place at Mystic Seaport as a National Historic Landmark, educational resource, film and media star, and as a port-hole into America's rich and diverse past.

Show visitors can get out on the water for rides along the scenic riverfront aboard several other Mystic Seaport vessels. The *Breck Marshall*, a 20' Crosby catboat reproduction, *Resolute*, a 26', diesel-powered Herreshoff launch, and the 1908 steamboat *Sabino* all offer tours on the river. If one prefers being the captain, the Boathouse has small sailboats and pulling boats for rent.

The streets of the re-created 19th century seafaring village are lined with more than 30 old New England trade shops and businesses. These aren't all replications, most are real historic buildings, transported from locations around New England. And they're home to many bustling maritime trades, from ship-smiths and coopers to woodcarvers and riggers.

Mystic Seaport exhibits do more than just hang on the wall. The 19th century has never felt more alive than in the Museum's formal exhibits and maritime galleries. The newest exhibits explore the evolution of the pleasure yacht, the contributions of African Americans to maritime history, and the Rosenfeld family's legacy of maritime photography. In the Planetarium one can see the stars in the middle of the day! Additionally, the Maritime Gallery at Mystic Seaport is the nation's foremost gallery specializing in maritime art.

Younger visitors also have a wide variety of opportunities for learning and fun. Kids seven and under can swab the decks, move cargo, cook in the galley, dress in sailors' garb, and even sleep in ships' bunks in the Children's Museum. In the Discovery Barn, designed especially for kids ages eight and up, parents and kids can explore interactive computer exhibits, furl a sail, or learn to tie sailor's knots. The playscape area, surrounded by mulch for safety and benches for parents and caregivers, offers a sailing ship, lobster boat, and fishing dragger designed just for kids to climb around and explore.

The 16th Annual WoodenBoat Show at Mystic Seaport is open from 9am to 5pm daily Friday, June 29, through Sunday, July 1. Tickets, which can be purchased in advance at [TheWoodenBoatShow.com](http://TheWoodenBoatShow.com), cost \$17.50 per adult and \$12.50 for children ages 6-17. Each ticket admits the bearer for two consecutive days. Children ages five and under are admitted free with an adult. Additional attendee and exhibitor information may be obtained by calling WoodenBoat Publications, the show producers, at 1-800-273-7447.





## Cayo Costa

By Ron Hoddinott

Reprinted from  
West Coast (Florida) Trailer Sailor  
Squadron News

The forecast for February 16 wasn't particularly good, so I wasn't too surprised when I started to get emails and calls from Squadron members who were bailing out on this cruise to one of our favorite islands. I decided to go ahead and head on down to Bokeelia on Pine Island anyway and see how it would turn out.

Paul Wagonner and Billy Van Deusen were at the ramp to help our members get launched and on their way. Steve Wood was rigging his Bay Hen, Ed and Becky were already launched and motoring toward Charlotte Harbor, and Jack O'Brian, along with Rick and Linda Eggers, were getting their Mac 26 X, *Gostosa III*, ready to go. I promised Jack that I'd wait around for him to get ready so I could help him find his way out of the canals to Shell Cut. We were just about ready to go when another Potter 19 pulled up. It was Brian Allcott, a new member, who then began to set up his boat. The winds were calling us and we wished Brian the best and set off as soon as Jack had *Gostosa* ready to go.

Out in Shell Cut we saw friend Dennis Bradley setting sail on his Commodore Munroe Egret replica, *Ibis*. At 28' with a cat ketch rig and long bowsprit she was quite fetching. I put three reefs in the main and three in the mizzen but was still overpowered in the gusts. On top of that, the wind was not out of the south, which would have made it a beam reach, but rather out of the southwest, which made for a close reach to Pelican Bay. The chop over the shoals was very steep. In fact, *Whisper* took a number of knockdowns in the gusts putting water over her rail and getting things wet up forward. Not the way I wanted to start a weekend camp-out.

Later Paul told me that he just headed *Wing-It*, his Sea Pearl Tri, out into Charlotte Harbor on a close reach and made a few long tacks back to Pelican Bay. I was stubborn though and drove her right on through the shoals and into Pelican Bay.

What I saw when I got there warmed my old WCTSS heart. Paul, and Steve's Bay Hen, were back in behind the sands of the cove at the north end of the bay. There is only one narrow way in and out and it sometimes involves walking the boat like a dog to get her back in there, but it makes for a calm night and safe anchorage regardless of the wind shifts. I brought *Whisper* back in there and talked Ed and Becky and Stan Linkert into walking their Potter 19s back in there as well.

When Dennis Bradley's Egret and the Mac 26 X arrived they decided not to try to

get these larger boats into the safety of the snug cove but they were fine snuggled down on the outside of the sand spit.

After enjoying a beer with Paul and Ed we started watching for other members to show up. It wasn't long before a black (blue?) Potter 19 was sighted coming from the south. It was *Red Tag*, Dave and Teresa's Potter 19. They tucked her back into the cove as well. Before long we spotted a dinghy powering in toward the beach. It was Larry Whited who had anchored his Sea Pearl 28, *Belle*, near the south end of Punta Blanco at the other end of Pelican Bay. Another afternoon arrival was Luke and Carmen's *Dream Chaser*, another Mac 26 X which had sailed with the Squadron down in Biscayne Bay and really enjoyed the group.

I think it was about that time that the sky turned very dark and a squall line approached from the west. It foretold of the passage of a cold front with winds out of the NW in the night. But it blew through in less than an hour while I huddled below, taking a nap in my tiny cabin. The skies cleared, the grills and a table appeared, and the generosity of our members became apparent. I cooked a steak for Larry who hadn't made it back to his boat before being overtaken by the squall. He came back with a new (dry) outfit.

One more boat came in about that time. A beautiful handmade Egret replica built and

sailed by Wayne Holbert, AKA Red Wolf, a survival expert and instructor. Dennis Bradley knew Wayne and told about how he built his boat in 18 months and how well built and unique it was. Wayne's Egret was also cat ketch rigged and she was a beauty. The only boat that we didn't hear from out on Cayo Costa was the Potter 19 sailed by Brian Allcott. I didn't have Brian's phone number, so I hope he made out OK.

The next morning the wind was howling out of the NW and we wisely elected to stay ashore. Wayne took us all out along the seemingly deserted beach to show us four or five things that we could eat if we REALLY got hungry.

I wasn't feeling well, having had leg cramps in the night, and decided to head home on Saturday. The forecast was calling for a very cold night and I didn't see much point in suffering. Ed and Becky, Paul Wagonner, and Steve Wood also headed back on Saturday.

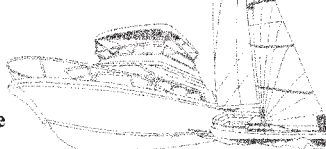
On the way back a very interesting crab claw rigged catamaran was sighted heading into Pelican Bay. There was a young couple aboard and we sailed along side by side for a while. I had heard that they were coming but they didn't identify themselves to me online so I don't know their names. Their boat was featured in a design discussion in *Messing About in Boats* magazine. It was professionally built by the designer, Fred Shell.



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I can still recall "my summer of '43" at a ramshackle boat club in Sheephead Bay (Brooklyn, New York) that went by the name, barely noted by a faded name plaque, of Mic Mac Boat Club. Maintenance was essentially nonexistent and sections of the floating docks had succumbed to rot requiring alert and nimble footing at all times. The long passageway to the water was past equally decrepit "bungalows," set within 2' of one another, on both sides of the narrow passageway to the water.

It might have been a summer colony when the bay and nearby Plum Beach were still remote escapes from the city heat, but I doubt it. Most of the decaying bungalows were unoccupied but the boat club habitués were largely budget-minded retirees or young people like myself who had found that the price was right.

I was spending my last summer before high school graduation sailing the last of my line of "buy 'em cheap, fix 'em up, and sell 'em quick" upgrades. I had caulked, scraped, sanded, painted, and varnished my 13' carvel built catboat and was as proud as any new owner of, say a Hunter 38, would be today.

On a more personal note, I was a tall, skinny, bookish kid who lacked the confidence to ask the girls in my class for a date, now in a new neighborhood and new-to-me high school which I didn't like and where I had few friends. When I wasn't sailing or delivering telegrams for Western Union (how I hated to deliver those from the War Department which started, "We regret to inform...") after school I was usually off riding my bike or ocean fishing from the jetties when I wasn't "messing around with boats." In today's more direct terminology the cute girls in school, who were interested in the football jocks, would have probably referred to me, out of earshot, as a "nerd."

One Saturday afternoon, down at the Mic Mac, I couldn't help noticing two attractive young ladies asking the caretaker, Andy, in one of his rare sober moments, if they could leave their new canoe at the club. I wasted no time, never shy when in my own milieu, telling them the best places to canoe, taking pains in the process to make it clear that I knew all the local lore and the area.

It turned out that the canoe's owner, Judy, was a complete novice. I didn't hesitate when she asked if I would be willing to show her some of these places and also teach her a few pointers about how to handle a canoe. Although I tried to be polite and maintain only eye contact with Judy and her friend while telling her that I could probably squeeze it in, it was difficult to do so at 16½ with budding hormones.

Thus began an interesting friendship. Judy, a few years older and a feminist years before the movement even had a name, was also an avid reader. We were both Thomas Wolfe and James Joyce devotees and eagerly discussed books we had read. Quite aside from her more obvious endowments, Judy was bright, literate, and athletic. She was the first opposite sex adult friend that I had. She confided her dreams, her desires, her aspirations. I was most uncomfortable when she related how she and her best friend would dress to the hilt on Saturday nights hoping to be approached by two handsome young men.

While I was also able to share with Judy my own frustrations and innermost feelings, she apparently regarded me as something akin to a eunuch and less than a full sexual

## My Most Memorable Sailing Experience

By Charlie Jones

being. On my part I secretly lusted for Judy but tried, thanks to the still Victorian morals of the pre-war generation in which I was raised, to separate Judy, the person and my friend, from Judy, the voluptuous female to whom I had been closer, both geometrically and from an inner psyche viewpoint, than any of her gender before.

If Judy was aware of the demons within that I was fighting, she never let on or picked up on it. Together, whenever she wasn't working, we spent a delightful summer exploring all of the myriad creeks of Gerritsen and Jamaica Bays. Thanks to Judy I had embarked on a path leading to a better understanding of the female of our species.

The time had come to introduce Judy to sailing. It was late in the season and late in the day but the catboat ghosted away from the lee shore in the northern breeze that was just coming up. The boat skimmed noiselessly over the smooth waters of the bay, still sheltered by the waterfront buildings, and rapidly left the new Merchant Marine training center at the very end of Manhattan Beach, astern. The center had been built almost overnight in response to the growing toll of German U-boat victims and the need for new crews to man the streams of convoys heading to Europe. The war and Europe were, at the moment, very far away.

By now the breeze had freshened. With just enough weather helm to make me realize that the tiller was alive, the speed, with hissing wake bubbling off the transom under the full drive of the large main pulling like a draft horse, was exhilarating.

The shoreline of Manhattan Beach was now in full view and I was suddenly reminded of a somewhat scary incident off these shores earlier that same summer. I had been at the helm of an ancient 38' extremely beamy Gaff-rigged yawl barreling down the coast on a close reach. Intoxicated by the spanking breeze and sparkling sea, I was nonetheless aware that we were venturing farther than prudent but hesitated to bother Danny Loewinger, the owner, even though I didn't approve of his actions at the time.

Danny, another Mic Mac character, was below with a young lady, not his wife, when an armed Coast Guard cutter with several machine gun toting Guardsmen suddenly appeared, unnoticed until they were almost alongside. When Danny, hastily dressing, came on deck and we both showed our wartime Coast Guard passes, we luckily got off with only a stern warning. However, that recollection got me thinking that we had better turn back before we had passed Breezy Point, which was the limit for pleasure boats.

Right about then I noticed that the breeze had picked up to the point where the wind streaks had given the water a dark ugly color and the spray was beginning to blow off the crests of the forming whitecaps behind us. Scudding along on a broad reach, nearly running free, at close to wave speed, I hadn't noticed the build-up. It was at about this time that I became aware that the oozing from the base of the centerboard trunk (in those days before modern sealers and fiberglass, a truly tight boat was rare) and the

spray over the coaming had accumulated quite a bit of water in the bilge, all of it under the fore deck. The catboat's nose burying tendency on a run was accentuated by the increasing wind strength and the building level of water onboard.

Just when I was mentally planning how I could come about without broaching, Judy, who had also noticed the sloshing water under the fore deck, remarked, "I'm going forward to bail."

"Judy, this is not the time. Wait and I'll tell you when to bail."

Judy was never one to take orders, particularly from a "boy," and didn't choose this moment to start. Nearly as tall as I, certainly heavier, Judy's weight forward plunged the bow under the next, by now huge, wave and the boat spun 90° to windward while heeling sharply to leeward. Water poured into the cockpit and seconds later we were both clinging to the overturned hull. Floorboards, rudder, and miscellaneous gear floated away as we struggled to get a better grip.

Once we were in the water the waves appeared multi-times as large as we tried to look about and assess the situation. There was little thought of righting the boat under those conditions, and even if we had managed we could have never, in those seas, fully plugged the low centerboard well open top to allow us to bail her dry.

The situation was grim. No one else was out on the water. It was difficult to hang onto the boat because the waves were pounding us against the hull. The barnacles had already inflicted cuts on our arms and legs.

Although I did not mention it to Judy it was apparent that the tide was running out and we were being swept seaward towards the Jersey shore at an alarming rate. I tried to convince Judy that the best thing to do in a case like this was to stay with the boat but it wasn't working.

Judy, an expert swimmer, wanted to swim to the end of the Rockaway peninsula, perhaps two miles away, and summon help while I, a poor swimmer, stayed with the boat. I knew Judy was a strong swimmer but doubted that even she could make it under the prevailing conditions and did my best to convince her that we would be better off sticking together and staying close to the boat.

Faced with a companion who I could not persuade, plus the realization that no one had seen us go down and the fact that we couldn't last too long being battered against the hull, I finally agreed to leave the boat. We gathered whatever floating parts we were able to salvage and started to distance ourselves from the overturned hull. I still, to this day, clearly remember saying to Judy, "I sure hate to die a virgin," half-hoping she would respond by saying that she would rectify the matter when (if) we got back. She said nothing.

Some time passed, I'm not sure how much. The wind and seas had not abated and I knew that there wasn't much daylight left. The continual dunkings as we bobbed up and down were beginning to weaken us. I doubted we would last through the night that was approaching.

About the point when hope was waning we saw, whenever we were lifted to the tops of the crests, a tiny sail off to leeward! The sail grew larger and we could soon see that there were actually two sails, a storm jib and a triple reefed main. By this time we could make out a fully manned ship's whaleboat moving towards us at hull speed.

It was difficult to fathom what was happening because we spent more time in the troughs than on the crests. When, in utter despair, we saw the boat circle the overturned sailboat, come about and leave we realized what had occurred, they saw no survivors and had turned back.

We shouted as loud as we could but by now they were windward of us and our cries were drowned out by the wind. Without any prior discussion or agreement on my part, Judy grabbed me about the waist and, on the next crest, lifted me as high as she could.

It worked! Almost out of sight, one of the crew members got a brief glimpse of my thrashing arms. The whaleboat jibed about and bore down on us riding on a foaming bow wave. I remember, still with a sense of humiliation, Judy shouting to the crew as they swept by us on the first pass, "Take him first, he's nearly gone." Moments later powerful hands grabbed me under the armpits and I was heaved aboard.

The whaleboat had also shipped quite a bit of water and I recall collapsing on the floorboards without sufficient strength to either move or to lift my head completely clear of the sloshing bilge. By this time the sailors had discovered the obvious charms of Judy and my plight went unnoticed.

The rest of that day is pretty hazy. I vaguely remember hot coffee back at the base where I was largely ignored in favor of my fellow survivor. I had no complaints.

What had happened, as I learned later, is that a navigation trainee was practicing with his sextant when he noticed a small sail suddenly disappear. The officer in charge would not allow the motor launch out in view of the deteriorating sea conditions. The sailing instructor volunteered to go out under sail and was able to muster up a volunteer crew.

Neither the Coast Guard nor the Merchant Marine would risk crew and equipment to go after my boat. The next day it had calmed down and the Coast Guard found my boat and towed it back to the Mic Mac. Damage was repairable.

The crew that found my boat knew where to bring it. They knew me on a first-name basis thanks to previous calls from my mother whenever I was overdue in returning home. It was always embarrassing and they were none too delicate in their choice of words to have the Coast Guard hail me to advise that my mother wanted me home. My mother, apparently concerned about my consorting with an "older woman," had also gone out of her way to visit the Mic Mac one day and intentionally diminish me with Judy by asking her to, "take good care of my little boy."

That summer season ended shortly after. By next summer's end I had graduated mid-year, completed one college trimester, and had enlisted in the Army.

I never saw Judy again.

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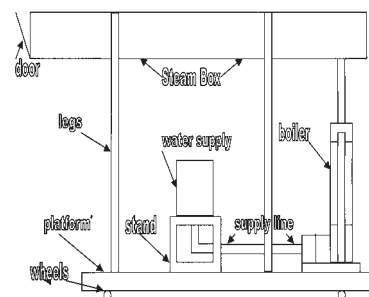
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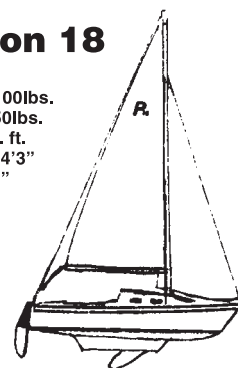
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We were looking forward to another summer at the Cape. My mother had told us all at Christmas that she had rented the Holiday House again and that we were welcome to spend all or part of August 1991 with her there. The big old Victorian house, once a bed and breakfast, sat on a sunny bluff overlooking Phinney's Harbor on Buzzards Bay. Its sea wall abutted the half-mile long Mashnee Dike Beach and it was an ideal location from which to launch a small sailboat, although our old Snark was out of commission by now.

Soon afterwards, my brother-in-law Alan announced that he had bought a Hobie Holder 12. This stirred up strong envy in my sailor's heart. Frann and I weren't boatless as my father-in-law had given us his johnboat a couple of years before when he decided his fishing and crabbing days on Barnegat Bay were over. While I like rowing, I love sailing. But since I was in the midst of a career shift at the time I knew we couldn't afford to buy a new boat or even a used one. I decided to see if I could resurrect the Snark and go sailing again without going over the limit (again) on our credit card.

I had not launched the Snark since the birth of our eldest son Josh in '86. But by '91 he was old enough to make a reasonable effort at swimming and I wanted to take him sailing in the Snark. The alternative was for him to take his inaugural sail with his uncle and not with me. So my decision to patch up the old Snark was sparked as much by my desire to initiate Josh to sailing as it was by the pursuit of boating fun for Frann and I.

The Snark had estivated outside for five years prior to that summer. A sober assessment showed that the Snark's ABS plastic hull cladding had gotten crocodiled with cracks in tiny polygon patterns. It was so oxidized that it practically fell off the foam core. Whether it was the freezing and thawing, sunlight-induced degradation, or just old age after 15 years, the boat's remaining skin was brittle and covered with sharp edges at the cracks. The largest pieces were about the size of a car floor mat.

In several places the white foam hull core was completely exposed. Worse than that, the foam had become waterlogged and the weight of the boat had at least doubled. I was unsure whether it would ever be usable again. Water filled perhaps 10% of the foam volume, a significant but not dangerous amount that would compromise its flotation, I reckoned.

I bought a pair of aluminum folding sawhorses so I could set the hull up in a sunny spot outside in our back yard where I hoped it would dry out before I re-clad it. For the re-cladding job I got some fiberglass cloth and resin. Then under a clear June sky I slathered up the hull with resin-drenched cloth, permanently encapsulating the remaining water in the foam. The scent of the resin was strong and strange, though not unpleasant, like model building styrene glue. Our neighbor retched to smell it.

#### Volatile Solvent Hazard?

I was glad that Frann and I were done having children by then. In *Our Stolen Future*, by Theo Colburn, I had read that volatile organic compounds like styrene were endocrine disruptors, especially likely to cause havoc with male chromosomes. I felt a little guilty about sending the off-gassing styrene compounds into the air. At least I

#### Snark Bytes

## The Snark Sails Again

By Rob Gogan



kept Josh and his baby brother Zach inside while applying the resin. I also planned to keep the Snark for a long time, amortizing the damage over several years. I used up all the resin I'd bought so as not to have to discard any of it back into the environment.

After I had applied the resin and cloth, there were still some punky hollows along the gunwales where the waterlogged hull foam had crumbled. I filled these in with polystyrene auto body filler. If I were doing this today I would have used epoxy, which is neater and smells a little less lethal. It can also be built up in layers to fill any voids. The end result wasn't pretty, particularly at the glass cloth edges which peeled away from the foam hull in several places. But liberal use of silicone putty and paint concealed a multitude of errors. Anyway, it was the best I could do. Eventually I tacked a stout hemp rope around the gunwales which protected our hands during lifts and portages. It also softened the harsh resin-soaked appearance of the craft and gave it a somewhat more traditional nautical look.

To fit the boat out, I dug the rigging and steering gear out of two or three places in the basement and fit it all together. We had moved twice since retiring the Snark and our little-used possessions had been tucked away in whatever nooks and crannies we could find in our little house. Two essential Snark parts were missing, the dagger board and the rudder assembly. I cut a new dagger board and cobbled together a gudgeon and pintle rudder-tiller system with too many carriage bolts through the transom. With just a couple of days to spare before vacation, I slathered red house paint all over the exterior. The Snark's white inner hull, never having been exposed to sunlight, had not oxidized at all and retained its gently pebbled texture. It was a little dingy but we discovered once at the Cape that rubbing with a handful of wet beach sand cleaned it up admirably.

#### Two Boats Atop the Jalopy

The paint was still a little tacky (as was the boat) when we slid the hull onto the top of the aluminum johnboat. With the use of a two-wheeled garden cart Frann and I were able to carry the hull the 50' across the yard to our station wagon. We executed our well-practiced roof mounting routine. First we raised the bow over the port gunwale of the already-secured johnboat. Then we lifted the stern way up so that the hull was parallel to the ground. We slid it forward until it was

balanced on the johnboat. Next we swiveled the hull so that the bow pointed forward, centered over the johnboat transom. We also needed to slide a few planks under the hull so that its considerable weight would be distributed on the johnboat. The planks' overhang provided platforms for lashing the spars, paddles, and fishing rods. Later I discovered the hard way that the plank corners were just the right height to scrape against the side of my head when I got into the car.

By following the perpendicular "tilt, lift, and slide" routine, we never had to lift more than half the weight of the boat at any one time and were able to use the johnboat for leverage. We tied both boats down ultra-snugly and made our highly non-aerodynamic drive to the Cape. Though we looked like maritime refugees with all our boats and gear lashed atop our jalopy, our lashing job proved secure all the way to the Cape. Both Frann and I have had to swerve nimbly out of the way of tumbling kayaks and skiffs on the highways which had not been properly fastened to cars and campers in front of us.

Alan eventually suspended a rig from the ceiling of his garage, which greatly eased the hassle of car-topping. The slings, lines, and pulleys enabled him to raise and lower the full weight of his boat on and off the roof of their minivan. He could do this alone with confidence. He kept the Holder 12 slung just below the garage ceiling above their minivan's spot all winter long. This was a much tidier arrangement than either setting the hull on the floor, which would have taken up half of their garage, or setting outside exposed to the elements in the back yard.

Once at the Cape, I called on my two strong brothers and Alan to tote the heavy Snark down the winding path to the harbor. I cautioned them to watch out for the resin-hardened edges of the fiberglass cloth which were serrated just like a crosscut saw.

The next day we launched. I unfurled the sail, the shabbiest part of my shabby craft. All along the (tacky) tack the sail's original yellow and orange daisy motif was blackened with dried mold, brittle and ripped. I patched it up with some duct tape, making it even uglier. I have since learned that 2" clear package sealing tape works well and, of course, being transparent, looks a lot better on the sail. My mother, no doubt embarrassed to host a boat with such a shabby-looking rig, bought me a snappy new Snark sail the next Christmas.

#### Gimpy but Afloat

Patched up and jury rigged as it was, the hull didn't leak a drop when launched, nor did it ever. The rudder-tiller assembly was a little gimpy and turned to starboard much better than to port, but it worked. The main inconvenience of my "engineering" was that the tiller was fixed and didn't swivel out of the way when turning hard to windward. The person at the helm had to lie down while passing the tiller overhead. I was willing to make just about any sacrifice to get out on the water, so I didn't mind doing this.

But my son Josh soon got frustrated at having to do the "limbo" every time we tacked when he was at the helm, a frequent occurrence with our prevailing onshore breeze. He also had a beginner's heavy hand on the tiller, stressing the fasteners so much that on one outing he accidentally ripped the tiller off the rudder. I was as frustrated by the failure of my boat repair as Josh. This almost

put him off sailing for good. Fortunately I was able to dig out the Snark's original tiller and tiller-rudder connection hardware that winter so it was only one summer that we had to duck with every change of course. This rig was much more robust and friendly to beginners.

When Josh could ride up against the mast, well out of the way of the swinging tiller, he seemed to enjoy sailing. There were several times when I took Josh and both his cousins out at the same time for little excursions. I took delight in the fact that the kids

seemed more comfortable in the stodgy, under-canvassed Snark than in the sleek and sporty Holder 12. My brother-in-law had capsized with one of the cousins and nearly did so with the other. The kids had been alarmed at the loss of control and chilled by the unexpected dunking.

Alan had chosen a much faster and definitely better-looking a boat than the Snark. In a way, as a son-in-law, he had to bring a yare craft to the Cape. I would never have felt comfortable bringing my ugly craft to my mother-in-law's house. As a born son, I had a little

more confidence that my mother wouldn't ban me from the house. But it was gratifying that Josh and the cousins all felt more comfortable in the Snark than in the Holder 12.

I calculated that I'd spent just over \$100 on the fiberglass, resin, paint, and hardware to get the Snark on the water again. That summer, I spent well over 100 hours sailing the resurrected Snark. Not many sailors can practice their sport at a cost of under \$1 an hour. The main thing was, though ever so shabby, the Snark was mine, I was the captain, and I was sailing again.

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(From *Fore an' Aft*, June 1927)



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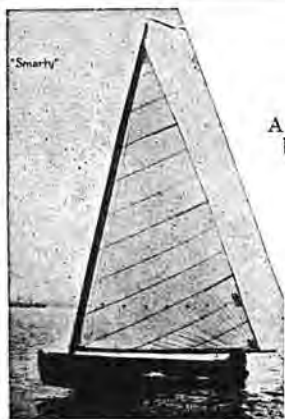
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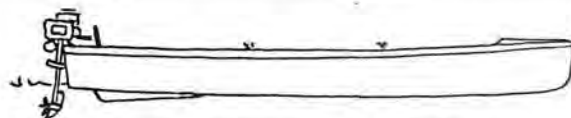
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## The International Scene

The two tanker sinkings that caused European nations to review multiple policies for handling ships in distress received considerable publicity. The first phase of the French Court's investigation into all possible causes or contributors to the sinking of the tanker *Erika* drew to a close with all 11 individuals and four corporate entities claiming that responsibility lay with somebody else. "Sloshing" of oil in the tanks or that perpetual bug-a-boo, a rogue wave, were forwarded as possible reasons for the ship's sinking. (This aged and badly maintained tanker broke up and spectacularly sank off Brittany in December 1999.) And Spain announced it will have a remotely operated vehicle sent some 3,500 metres down to check on the condition of the tanker *Prestige*. Although supposedly drained dry, it is still slowly leaking oil. Readers will remember that Spanish authorities refused to provide a place of refuge so the leaking ship could be repaired and instead forced it out 200 miles or more offshore where a storm eventually broke it in half in November 2002. Its cargo of crude oil fouled Spanish and French beaches for months.

### Thin Places and Hard Knocks

The Greek tanker *Samothraki* came into Gibraltar in poor weather, hit a reef, and grounded with a list. Three ballast tanks were ruptured but no oil escaped, thanks to the tanker's double hull.

Off Curima Island in the Philippines, the Panamanian-flagged cargo ship *Unicorn Ace* sent out a distress call and then sank. Thirteen of the crew of 19 were rescued.

The Chinese bulk carrier *Hui Rong* collided with the Chinese bulk carrier *Peng Yang* in China's Zhououshan archipelago (it lies within the mouth of the Yangtze) and the *Hui Rong* sank. Seventeen died.

The shifting sands of Lake Maracaibo claimed another grounding victim, this time the empty American-owned, Singapore-flagged tanker *Eagle Auriga*.

The 6,500-ton *Harvest* collided with the 17,061-ton *Jinhaikun* off China. Size won out and 20 mariners from the *Harvest* were missing.

The small Japanese freighter *Eifuku Maru No. 7* collided with the slightly bigger (but still under 1,000 tons) Cambodian freighter *Yin He No. 1* somewhere off Japan and again the smaller vessel lost, but this time only the chief engineer went missing.

Off the Greek island of Chios the bulk carrier *Tahir Kiran* ran aground. No spill, no loss of life.

In China, the bulk carrier *An Ping 6* collided with the cargo vessel *Xiehang 528*, sinking it and 43 containers.

The Japanese chemical and oil tanker *Chemstar Eagle* ran aground on Italy's Tuscan coast and some oil spilled.

At Hamburg the *Kurske* and *MSC Bulgaria* collided during mooring operations.

The Rhine, the busiest inland waterway in Europe, was closed when the hull of container barge *Excelsior* developed a split near Cologne and 32 containers slid overboard. About 500 vessels were held up by the closure.

The crew of a New Zealand tug anchored a barge off Australia's Carnarvon while the tug went into port for repairs and a cabin cruiser ran into the barge. Four elderly people died. They may have mistaken the barge's anchor light for a star.

## Beyond the Horizon

By Hugh Ware

The ro-ro *Repubblica di Venezia* collided with the bulk carrier *New Venturer 1* in Holland's North Sea Canal.

The Greek bulk carrier *Angela Star* collided with the Greek bulk carrier *Thearston* outside South Africa's port of Richards Bay in gale force winds.

The Swedish icebreaker/tug *Bohus* ran aground north of Kaeringoen and its four crew were rescued by a helicopter. The sea rapidly destroyed the stout tug. And so on.

Ships got hurt but so did individuals. At St. Catherine, Canada, a crane swayed, then collapsed into a drydock, killing the operator.

A South African stevedore was crushed between a container and a ship at Durban when wind caught the container in mid-air.

In the Pacific Northwest, a U.S. Coast Guardsman fell off a 25' rapid response boat and died of a skull fracture, cerebral lacerations, and contusions caused by hitting the craft's propeller.

The New Zealand trimaran *Earthrace* is trying to establish a record for the fastest trip around the world using bio-diesel fuel but ran into a fishing boat off Guatemala. One fisherman died.

Two crewmen were found dead in a hold on the reefer *Sol Do Brasil* at Port Manatee, Florida. They apparently were suffocated by nitrogen gas used to chill the cargo of frozen orange juice concentrates.

### Gray Fleets

South Africa's navy wants a rescue vessel, perhaps because a technical mishap last year off the coast of Norway nearly put 37 of its submarine sailors into a watery grave.

The Russian assault landing ship *Tsesar Kunikov* probably accidentally fired a 57mm round in the general direction of the Ukrainian port city of Sevastopol (the two nations do not get along).

The South Korean navy plans to develop three more Aegis-equipped destroyers for its 2020 "strategic mobile fleet" that it feels it will need to meet the growing Chinese threat.

The Iraqi navy will acquire 21 new vessels, including four patrol vessels from Italy and three built in Malaysia.

Capping a program reaching back into the '70s, India will launch its first nuclear-powered submarine this year and it may be operational in 2012.

China launched and commissioned two SSBNs of the Type 093 class but is putting resources into a marginally better Type 094 class while a Type 095 class waits in the wings. All depends on whether the new JL-2 ballistic missiles will be ready for deployment on the 094s. The missile's range of 8,000km means warheads could reach any target in the U.S. from subs near Hawaii or Alaska. A 094 sub would carry 16 of these navalized versions of the land-based DF-31 ICBM.

Although the destroyer *HMS Cornwall* and its helicopter were nearby, six Iranian boats, probably manned by the Revolutionary Guard, captured four Royal Navy sailors (one a mother) and 11 Royal Marines while they were checking out a dhow unloading automobiles to a barge in waters whose ownership is vague and disputed. Iraq has limited access to the sea, sharing

a narrow estuary with Iran (and Kuwait) so border disputes have been common. Over the next 13 days the captives were shown eating hearty meals, playing games, and making "confessions" to Iranian TV cameras but all 15 were eventually released. It might seem obvious that the destroyer and its chopper could have taken actions to prevent the capture but experts later explained that permission to fire would have been granted only at the MultiNational Force-Iran headquarters level and there wasn't enough time for a request and permission to permeate up and down the layers of command.

Australia plans to build three air-defense destroyers but the question is whether to use a Spanish or U.S. design. The U.S. Navy decided that Australian senior officials might benefit from a live demonstration of the available air combat capabilities during an air-warfare exercise so sent the *USS Lassen* (DDG 82) for a visit and demo.

The Royal Navy has more than enough senior officers to command its few large ships. They number less than 50 vessels but there are 25 rear admirals, 221 captains, and 831 commanders. Promotion in the upper ranks has been frozen for five years to clear the logjam.

Two Royal Navy enlisted men died on the nuclear submarine *HMS Tireless* when an air purification unit exploded. The hunter-killer sub, in the far north to participate in a joint U.S.-U.K. exercise, was under the ice when the explosion happened.

The U.S. Navy lacks a defense against the Russian-built "Sizzler" supersonic missile, also known as the SS-N-27B. One expert said, "This is a carrier-destroying weapon." China has the missile and Iran may purchase some.

Some in the U.S. Congress want to give the U.S. Navy five more ships than the service wants or a badly shrunken shipbuilding industry could build. But a resumption of building the third Littoral Combat Ship, LCS 3, was OK'd by the Secretary of the Navy after a Navy review and cost re-evaluation by the contractor.

Finally, the veteran carrier *John F. Kennedy* (CV 67) was decommissioned after nearly 40 years of service. The former First Lady designed one cabin, the only wood-paneled cabin on a U.S. warship. Decommissioning of the *Big John* leaves only one U.S. carrier propelled by fossil fuel.

### White Fleets

A Japanese cruise firm plans to introduce its 370,000-ton "International Urban Cruise Ship" *Princess Kaguya* in 2012. The ship, twice the size of today's giants, will carry 8,400 passengers and allow up to 10,000 visitors a day to sample the onboard goodies while the monster ship is in ports around the world. The ship will feature three 1,200-guest hotels a convention hall, a concert hall, and an amusement park and many of the cabins can be bought as residential homes or offices. A crew of 4,000 will be needed.

The Greek-flagged *Sea Diamond* entered the flooded caldera created 3,500 years ago when a volcano blew its top on the volcanic Greek island of Santorini, ran aground, and flooded with a list. As tourists on nearby cliffs watched, about 1,600 people, many of them school children from Canada, were evacuated but a French man and his 16-year-old daughter were missing. Authorities promptly arrested the master, the



chief, second and third mates, the head steward, and the ship's housekeeper (!). The ship was towed free and stabilized but later filled, rolled over, and sank. The master blamed a current for diverting his ship onto the rocks.

Life on cruise ships is never dull. Two Ukrainian crewmen on the *Carnival Destiny* were arrested at St. John's for possessing cannabis.

Spanish police stopped 82 Bolivians from disembarking from the *Symphony* at Vadiz. They were suspected of planning to become illegal immigrants.

A U.S. Coast Guard cutter rendezvoused with the *Confidence* and picked up 12 Cubans the ship had rescued from a "rustic" vessel off Cuba.

A Filipino sailor was killed and three others were injured when lifeboat rigging snapped on the *Astoria* during a lifeboat drill off the Greek island of Corfu.

Twenty-six passengers and seven crew on the *Empress of the North* fell ill during a sailing from Portland, Oregon. Said one irate passenger, "We would never have gotten on board had we known so many on the previous cruise had been sick." The ship had failed a health inspection a month earlier.

Swimming from cruise ships became popular last month. At night, a passenger on the *Carnival Glory* ran out through a window and plunged 60' into the sea 30 miles east of Ft. Lauderdale. He was picked up four hours later and admitted he had been drunk. "Apparently, the alcohol took over the medication I was on," he explained.

On the *Grand Princess* about 150 miles off Galveston, Texas, a young male and a younger female fell overboard at night and were picked up by a Coast Guard helicopter about four hours later. The male, a U.S. Air Force Academy cadet, later explained that they had been re-enacting a scene from the film *Titanic* but a travel agent, who happened to film the incident from three decks above, stated that their hanky-panky "was titanic in nature but it certainly wasn't the *Titanic* scene." The incident happened during the traditional spring break period for many colleges.

### Those That Go Back and Forth

Sydney, Australia, continued to be the scene of ferry accidents. The *Sirius* lost control while docking and ploughed into a moored whale watching boat and then hit the Pyrmont Bridge. More serious was when, under the famed Sydney bridge one evening, the catamaran ferry *Pam Burridge* ran into the stern of a 34' cabin cruiser which basically disintegrated. The 12 aboard fell into the harbor and a passing ferry, the *Golden Grove*, stopped to pick up swimming survivors. Two New Zealand veterinary surgeons aboard the *Golden Grove* rendered first aid to a woman whose leg was partially severed (it was later amputated). Four others failed to survive.

Other ferry-related matters ranged from serious to ridiculous. At least 16 died when a Myanmar ferry capsized while trying to steer away from a whirlpool at the confluence of the Kunchyankkone and Toe Rivers.

On the Thames the ferry *Princess Pocahontas* was deliberately put aground after the master discovered 4' of water in the hull. He had just ferried a bunch of dignitaries to Gravesend.

A report blamed the night-time sinking of the British Columbia ferry *Queen of the North* on human error, in part because the helmswoman didn't know how to turn off the

autopilot after the bridge crew noticed trees on Gill Island ahead.

In New Zealand, most of the several Cook Strait ferries continued to get both media notice and official attention for erratic actions. No crashes yet but some close calls and some screams from a few members of the public when a voyage turned out to be rougher than they expected. But that is the notoriously rough Cook Strait for you.

The ten-deck Norwegian ferry *Peter Wessel* had a fire that started in an electronic notice board while heading for Helsinki and it was towed to a Danish port.

In the State of Washington a passenger walked off the ferry *Puyallup* and came back later, somewhat sheepish, for his new vehicle.

Finally, in Scotland the Clyde ferry *Kenilworth* was retired. Last year the little boat received world attention when it involuntarily became a player in a NATO war exercise. A U.S. destroyer used Channel 16, an international radio frequency that all ships must monitor, instead of a special exercise frequency to tell the ferry to "identify yourself or we will open fire on you with live ammunition." All passengers on the ferry's final trip received commemorative booklet detailing the ferry's history and route. One hopes the NATO story was told well.

### Legal Matters

The U.S. Navy was sued by both the State of California and an environmental group (for the fifth time over the issue in question) because the Navy will continue sonar training exercises off California without taking precautions the greensies feel necessary. The suits are part of a power struggle over the powers of coastal states over Federal project. The state wants to control environmental issues in its waters and the Navy feels it must conduct necessary training. Results of the suits could have profound ripple effects on offshore oil and gas drilling, LNG unloading facilities, and the like.

The Fishers Island Ferry District in Connecticut must pay \$200,000 to settle civil claims for polluting the Thames River and Long Island Sound. The District's two ferries had discharged hundreds of thousands of gallons of raw sewerage and untreated sludge. Last year, the District's operations manager spent 30 days in jail and paid a \$10,000 fine.

A U.S. court indicted three Danish-owned companies that owned and operated the chemical tanker *Clipper Trojan* because of illegal dumping of oily water.

### Nature

Shipping channels leading to Boston will be shifted to help reduce ship strikes on endangered right whales and less-endangered humpbacks and finback whales in the Stellwagen Bank National Marine Sanctuary.

On the other side of the world, Greenpeace's *Esperanza* was stopped from entering Tokyo Bay to "have a dialogue with the government, whaling authorities, and people of Japan" about whaling.

The International Council on Clean Transportation found that oceangoing vessels produce more sulfur dioxide than all the world's trucks, cars, and buses.

Busy Cape Town and other South African ports could lose two-thirds of their shipping if the Northwest Passage across the top of North America were open to shipping.

The world's largest commercial wave farm will open in a year in Orkney off north-

ern Scotland. The facility uses four 525' "Pelamis" units, each connected to the next unit such that the rise and fall in waves cause twisting that drives a 750kw generator in each unit

### Nasties and Territorial Imperatives

Somali was the month's piracy hotspot. Fast boats fired on the *Nishan* anchored at Mogadishu but port authorities sent help, pirates seized the *Nimatullahin* after a fire-fight and held it for \$50,000 ransom, and the U.N.-chartered *Rozen*, captured in February, has still not been freed. UAE ship owners told their ships to stay in neutral waters and return home.

### Odd Bits

Shipping can be profitable (but it can be otherwise, too). In 2001, Maersk Tankers bought the newbuild *Maersk Pointer* for \$42 million, operated it at a nice profit, recently sold the vessel for \$61 million, and then time-chartered it back for \$25,000 a day. (The 2003 rate for a tanker of this type was \$82,000 when daily running costs were \$14,000.)

The Republic of Korea wants to build a shipyard in Vietnam, a nation that intends to become a major shipbuilding country.

A Dutch firm that specializes in float-on/float-off transport of yachts launched the 686' *Yacht Express*, the largest vessel of its kind and purpose-built with a semi-submersible dock bay that will accommodate yachts of any size. It will have a service speed of 18kts.

Manpower remains an ever growing problem. LNG shipper Excelerate Energy announced that it will use only U.S. mariners on its four LNG regasification tankers, incrementally replacing existing European officers and Filipino ratings. The ships will remain Belgian-flagged, however.

A Swedish report said that the lack of experienced LNG officers is forcing companies to shift officers from other ship types and salaries for masters are up to \$22,000 a month.

Attracting today's new generation into going to sea needs a radically creative approach that recognizes the importance of email and communications links with mariners' families. So said one expert.

And the private sector is now taking whack at enticing more Singaporeans into maritime careers while the American firm Overseas Shipping Group says it needs 1,000 new seafarers from entry level unlicensed crew to middle and senior level officers and so OSG has defined a recruitment strategy that defines a clear career path for seafarers.

### Head-Shakers

Ralph Tuijn got a great farewell as he left the Peruvian port of Callao. He will spend the next seven to nine months rowing across the Pacific to Brisbane, Australia.

When the Iranians were asked for the position where the British small boats were captured, they initially gave a GPS position in Iraqi waters.

A U.S. mariner filed a Jones Act suit claiming that the *Mary Lynn*'s mate had shoved him so he hurt his back and thus the vessel was not seaworthy because of the mate's "unusually vicious disposition."

The U.S. Coast Guard cutter *Midgett* intercepted a fast boat in the Caribbean and during the rundown the boat's eight occupants were busy throwing bricks of something into the water. The bricks turned out to be stacks of U.S. \$50 and \$100 bills wrapped in plastic.

In 1967 almost all the boating magazines carried articles about the "new" boat building material "Ferrocement," a heavily steel reinforced concrete material developed by the Italian Professor Dr. Nervi, primarily for building large free-standing dome structures. Concrete had historically been used very successfully in boat hull construction. Before and during the first World War concrete hulls with 4" thickness had been constructed. If my memory serves me right, such a hull was still seen in the Galveston region.

More recently the advantages of Nervils Ferrocement, its great strength in comparatively much lighter and thinner hulls, the ones built in England, were particularly desirable for commercial vessels in the lesser developed countries of the world because the material had the outstanding properties of strength and abrasion resistance and the ease of repair by unskilled labor with readily available materials.

The articles generally touted the simplicity of construction and the low cost of ferrocement as the way for persons of moderate means to achieve the "dream" of their lives, "A 35-footer for under \$3,500!" This bit of unrealistic and fallacious media hype had much to do with the great interest shown by the boating public. Many amateur and other boat builders became involved.

I believe this had much to do with my suspension of logical thought, so prevalent in addictive behavior, including boat-o-holism. At our summer cottage on Cliff Island, Maine, we were convinced that it would be great to have a boat in the water all year without having to worry about flotsam or skim ice in the winter. We could get to the island any time!

Our research showed that Windboats, Ltd., builders in ferrocement in England, were unquestionably the leaders in the field. Their Seacrete formula was the only Lloyd's

## Life on an Offshore Maine Island A Proven Method For Becoming a Boataholic

### Going into the Ferrocement Boat Business

By Hans Waecker

Register of Shipping approved ferrocement construction with a 100 A-1 rating. The manner of construction of Seacrete, steel cloth rather than chicken wire, traditional hull set-up, careful concrete admixtures, all important factors, were behind Lloyd's approval of this type of ferrocement.

I began a lively correspondence with Windboats which resulted in the purchase of a 35' Seacrete hull with a Lister Diesel engine. This hull/engine combination arrived in the U.S. just in time for the 1968 Boat Show in Boston. It is still in use after some 30 years. The interest of the public in this "concrete" hull was overwhelming. It was easily the greatest attraction at the show. We had built steps and a platform so the interior of the empty hull plus engine could be seen. The enthusiastic crowds kicked at, and knocked on, the concrete hull. Their enthusiasm ignited ours. I could already see myself as the U.S. representative for Seacrete.

However, T. McDonald Hagenbach, Owner/Director of Windboats, convinced me that it would be more realistic to build the boats right here in the States. This seemed to make sense to me so I signed a Licensing Agreement with Windboats and flew to England to learn the Seacrete process.

## On Becoming a Lloyd's Approved Boatyard

After arrival in London I took a train through the English countryside to Norwich, Norfolk, and then to Wroxham, center of the Norfolk Broads. Windboat's facility was impressive, large buildings with all sizes of ferrocement hulls under construction for commercial fishing vessels in the underdeveloped world. To demonstrate the strength and impermeability of these hulls, a small 28' hull, a survivor of an explosion, sat in the yard, with a huge mallet alongside which tempted visitors to "have at it," trying to further damage this hull, unsuccessfully.

Windboats also had a "bread-and-butter" line of hulls, which were built, assembly line fashion, in a separate building, starting with the framing up, then steel meshing coverage, concreting, and finally spray curing of these hulls built specifically for the boating trade on the Norfolk Broads. The completed, cured hulls then were moved to a carpenter shop for the interior assembly and finally to the fiberglass shop for the deck and superstructures. A new boat came off the line every week. I was present and participated in the completion of a dragger for delivery to Somalia.

All along during this learning program I was dressed in blue denim coveralls like a REAL workingman. The evenings at McDonald's Tudor house were relaxing, helped along with Beafeater Gin and Tonic. After a week I was thoroughly constipated.

The following Sunday was set aside for a visit to McDonald's Alma Mater, Cambridge. Again very impressive. His son, Keith, was the chauffeur of a small British car, driving on the "proper" side of the road, scaring the daylights out of me. The night before I had taken two Dulcolax tablets, the effect of which started to be noticeable. I sat in this car like a monkey on a grindstone. When we finally arrived at "The Red Lion



Unloading the imported hull at Commonwealth Pier in South Boston from the freighter *Victoria*. The five ton hull was headed for the Boston Boat show.

The hull on display at the Boston Boat Show, Standing by with me (at left) are (from left) Walter McInnis N.A., T. McDonald Hagenbach, owner/director of Windboats in Wroxham, England, and a Tacoma, Washington, Seacrete licensee whose name I do not recall.







Windboats' yard in Wroxham, England.

The explosion damaged hull that served as Windboats' display of ferrocement toughness.



Inn," our lunchtime goal, I disappeared in the "loo." The results were surprising. The best I felt all this week.

Side trips during the following weeks included Norwich, an old town with a marvelous cathedral, then to Yarmouth-by-the-Sea, and finally to a local festival in Wroxham where a whole ox was roasting over a big fire which had been stoked since early morning. Meanwhile the "locals" were dancing to bagpipe music. By afternoon the meat was ready and all the folks were served big chunks.

During the remainder of my visit McDonald introduced his "American licensee" to his friends of the landed gentry. All very formal, "quite, quite!"

Then it was time to return to the U.S. I formed my own Marinecrete Company and for the construction of our first ferrocement hull, a 32'x16' catboat, I "imported" a crew from Windboats.

The earlier alluded-to "fallacy" became rapidly apparent. True, the concrete component of the construction was comparatively inexpensive. Even the steel rods and mesh were still within reasonable limits. The construction, however, was terribly labor intensive, acceptable for the hobby boat builder, maybe, but not necessarily so for a commercial builder.

Marinecrete had a permanent eight-person crew, including welders and "gofers." Came concreting time, however, when another six-person plastering crew was added to finish the hulls, the cost went "right through the roof." The "dreamers," those

who fell for the media hype, did not realize that the cost of a boat hull, regardless of building material, constitutes approximately only one-fourth to one-third of the cost of a completed boat. Cost for joiner work, rigging, propulsion, and steering are practically identical and independent of hull material.

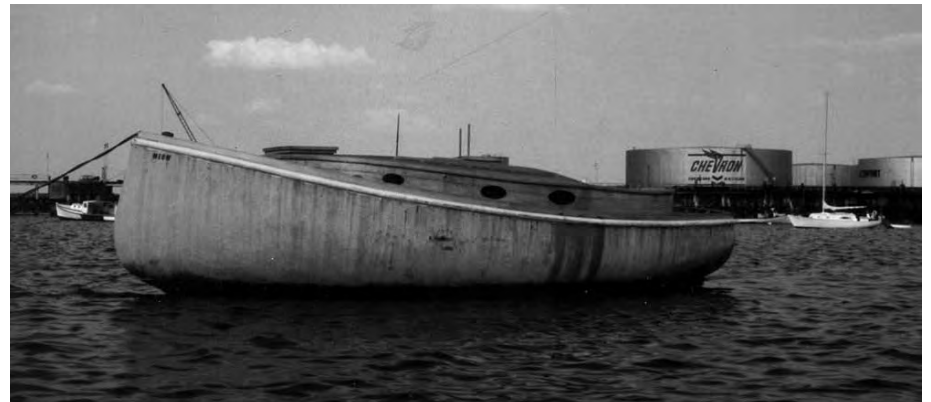
In a sense I, at Marinecrete, was also a "dreamer" and a rather naive one at that! I thought that boat building could be done "on the side" in addition to another fulltime occupation (like being a physician). "We build a boat, make a little profit, use it to build another boat, and so on." Only a boataholic could be so naive! It soon became obvious that work slowed down at the yard when I,

the physician/owner, was at my main occupation. When I was at the yard, no income was generated in the office. Lack of overall business acumen was another factor.

A gentleman made me an offer to become a partner in the business with a considerable amount of cash. I turned him down, afraid he might take over the business. It never occurred to me that with his supervision at the yard, I could have run the business from my office.

As it turned out, he bought into another ferrocement business, one which used a totally different building method. Unfortunately for him that firm eventually went bankrupt, mostly because of a faulty product.

Our first boat, a 32' catboat with a 16' beam. It was the finishing off detailing that caused the cost overrun.



A completed trawler at the Windboats yard ready to ship to its new home in Somalia.

Another trawler in production at Windboats. The 42' pinky deckhouse armature awaiting plastering.







The steel/mesh armature of the catboat ready for "plastering."



Construction details of the metal armature.



Our third hull, a 32' pinkie.

The pinkie in the yard in winter, it was built for a trans-Pacific crossing.



The problems at Marinecrete were of a different nature. Lack of crew supervision was one. Unfamiliarity with the intricacies of construction was another. In calculating the cost of this first 35' catboat hull I had, quite correctly, figured the overall square footage of concrete surface. I was within ten percent of the previous estimate by Windboats, which could easily be explained by the U.K./U.S. difference.

What I had not taken into consideration, because of my inexperience, was the complexity of certain hull structures. The openings in the floors in the bilge through which shafts and cables were to run were not just "holes," these "holes" had to be built by welding steel rings into the

floors. This, of course, drove the labor cost up considerably. As nice a person as he was, the designer of this hull would not budge from the estimated cost. You can read about this hull in *The Catboat Book*.

The owner of our next hull, a 42' Pinky schooner, Mr. Ackerman, was much more accommodating. He had insisted that we at Marinecrete, as a licensee of Windboats/Seacrete, should build the hull to Lloyds specifications. This in itself was not a problem. We became a Lloyds yard, under supervision of a Lloyds inspector. The difficulty arose when the designer of the vessel, Tom Colvin, known for his designs in steel and ferrocement had, together with his regular design plans, also included his design version of ferrocement construction which differed considerably from the Lloyds specifications. To sort out this problem took two months while the Marinecrete crew twiddled their thumbs. Mr. Ackermann, however, covered the extra cost.

This Pinky was Mr. and Mrs. Ackermann's retirement home in which they cruised the Caribbean until Mr. Ackermann's death. Mrs. Ackermann then sold the schooner to new owners in California. The last I heard the schooner is now sailing on the Great Lakes. Quite a difference from many ferrocement boats which either ended up on the bottom or at the town dump.

In addition to the catboat and the 42' Pinky, we also built a 32' Pinky for a customer in Washington, D.C. This schooner was intended for a trans-Pacific race. Everything went well with this vessel, it arrived properly at the customer's house. There was a cosmetic complaint, though, a rust spot at the keel. To keep the owner happy, two of my men and myself went to Washington to investigate.

This is what we found. In this particular hull we had made the frames with  $\frac{3}{4}$ " steel tubing which we later changed to  $\frac{3}{4}$ " re-bar. As the hull was delivered in the middle of winter some snow had gotten into, and melted in, one of the frames and the water ran down to the keel, causing a rust spot. This was easily repaired, however, our repair trip ate up the profits on this hull.

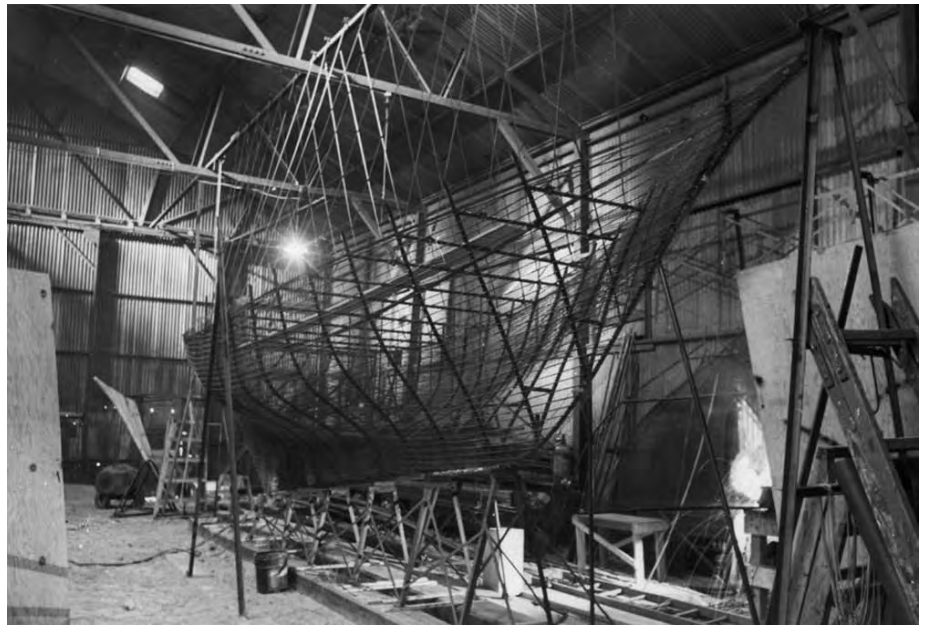
The next, and last, hull was that of a 48' Alden ketch for a young man who had made his fortune in some computer field. The problem with this hull was the time it took for its completion. By that time I was broke and we had to close Marinecrete down. We all were disappointed, of course, and the crew said, "Gee, we could have finished this hull six weeks earlier." I woke up from a naive dream.

I had treated the crew like Santa Claus would have, decent wages and health insurance. We had built our hulls in a corrugated steel shed which we had insulated with plastic curtains and heated with propane. The crew worked in shirt sleeves, as if we were in Florida. I found out that the foreman one day put 200 miles on his car looking for some needed parts. Staging from an earlier hull sat in the building weeks longer than it was needed. And on and on. Gosh, I should have taken that man into the business, after all! Too late now. It took me almost three years to pay off the debts of the corporation. I did not want anything to do with bankruptcy.

All in all, it was an interesting experience. I learned a lot, got to meet a lot of nice, and a few not so nice, people. The tuition, however, was a bit high.



A 42' pinky schooner designed by Thomas Colvin.

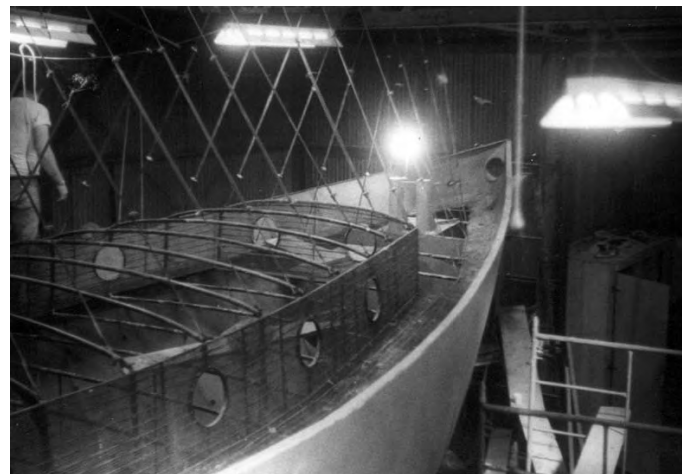


Its steel armature prior to application of the steel mesh.

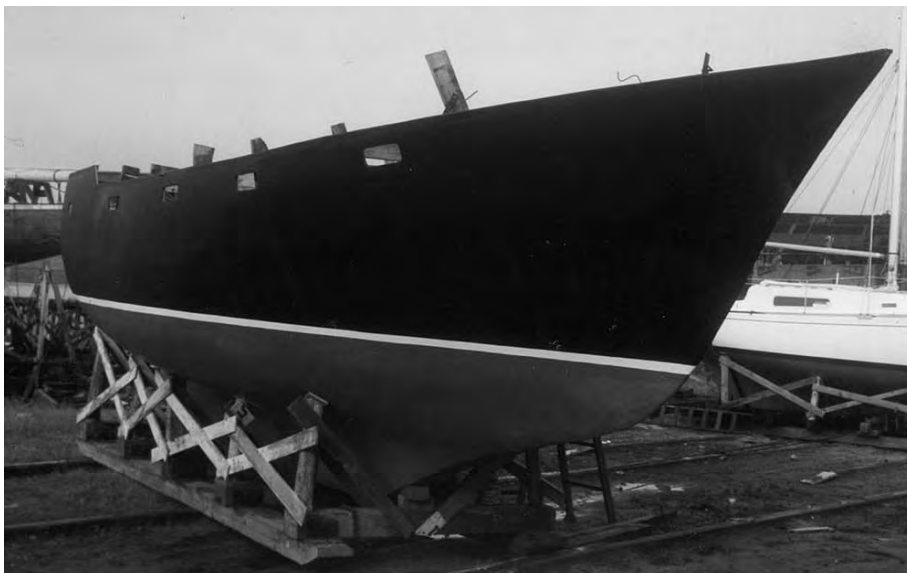



Just plastered.

A 48' Alden ketch, our last boat before I went broke.



The deckhouse armature awaiting plastering.





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## The Plan

As we all know, that's how many boats a person needs, just one more. In this case, the justification was our yearly month-long trip to Florida with our travel trailer (retirement is great)! Just so I don't get too much sympathy for only spending a month on the water, the rest of the year we boat on Lake Texoma, which is on the Oklahoma/Texas border. We keep our 1975 Trojan 25' (aptly named *Just 1 More*) in the water with assorted other watercraft to keep myself and the grandkids busy. So I'm not deprived of opportunities to mess about all year.

Back to the Florida trips. We stay as much as possible at waterfront locations like St. Andrews State Park in Panama City Beach and wanted a boat large enough so the average bay waves and larger boat wakes were not a problem. We had tried our canoe, but with the large boat traffic we spent all our time on defense against wakes and never felt safe. In the past we had also tried towing a boat trailer behind our travel trailer but that turned out to be too exciting. When a pair of 18-wheelers passed us during their attempt at the land speed record, the boat trailer began an extreme sway and the boat ended up sliding down I20 after breaking the tie-down straps (yes, it was tied down).

This was a 14' 900lb boat/trailer combination that has always been stable. We have towed it thousands of miles behind our car or truck in the past ten years, including many trips to Florida. I believe that the geometry of the travel trailer, having the hitch so far behind the axle, gives the boat too much leverage. The double trailer setup is legal in Texas and along the route to Florida but states that restrict double trailers to fifth wheel types seem to have the best idea. So car topping became the choice (I try to make major mistakes only one time). Interestingly, as is typical of the near bulletproof fiberglass boats of the '70s, it only took a day of fiberglass work to get the boat repaired and back into the water.

Therefore, the boat had to be light enough for a pair of 60+ folks to load on the Suburban without undue effort. Another objective was planing, if possible with a 5hp motor. Sounds like conflicting objectives but it did work out as planned. The boat hull weighs 135lbs, we can load the boat using the ramp setup pictured, and it does 19mph (GPS) with the 5hp outboard motor. At planing speeds I sit between the seats on an ice chest and use a tiller extension to get a more level attitude. At 14' length and 5' beam it's

## Just 1 More

By Gary Gillespie

stable enough to walk around anywhere in the boat and handles waves adequately. As expected, the flat bottom, which is great for the shallow Florida waters and allows easy entrance and exit on a beach, is a bit noisy in a chop but it's not a real problem, just slows it down a bit.

As I write this it's pulled up on the beach 30' from our trailer door, looks pretty good if I do say so myself. I even got an offer to build one for a man I met at the park. He had been looking for a light skiff to load into his pickup, but hadn't found a production boat that he liked. So I got the boat I "needed," here's how I got there.

I looked for plans but most were too big or small, too heavy, or had too much rocker (Goldilocks syndrome). So with delusions of adequacy, I decided to draw the lines myself. I started with a profile view (I like a good sheer curve), then drew the plan view. I decided on 15 degrees of flare in the sides. I had built a dinghy previously with the more common 20 degrees and it was a bit tender when not loaded heavily. From these I derived the stem shape, transom shape, and two intermediate molds. Had I read Robb White's report of last year's Apalachicola boat show soon enough, I'd have added a bit of "throw-down," which would have helped it plane more level, but it was too late to change.

From this point on I got away from standard practice. Normal design practice is to use battens to get the desired curve on the drawing board, then replicate this shape with molds every two feet or less. You then loft full size and during construction again use battens to fair the molds. Since this was to be a boat with simple lines, and my design skills are a bit challenged, I decided to use the chines and sheer clamps to define the shape during construction. This is kind of a variation of the sharpie building technique where usually one frame or mold is used and the hull sides are allowed to define a natural curve. The single mold makes for rather straight lines near the ends, hence the sharpie name, if I remember correctly. Having two molds gave a more uniform curve that extended further toward the stem and stern. This does require some nice straight grained wood to get a fair curve, but in a careful look through the stack at the blue store I found some nice fir 1"x2"s.

## The Construction

In another non-standard practice I also used an old wooden ladder made of 2"x4"s set on two saw horses as the building form. This type of site-made ladder used to be the standard ladder around construction sites before the days of OSHA. I believe that the most important requirement for a form is stability since the molds have to be carefully aligned on the form anyway. It took a little extra time to get them set up but not as much as building a complete new form would have taken. Plus, I saved a bit on materials. Having a flat run aft also made it easier to align the molds. This all worked out as planned, all lines are fair and symmetrical. As further evidence of this, when shaping the gunwales I found that the two gunwales were within 1/8" of being the same in length. That's about as good as it gets around my shop.

I experimented in a few other areas also. I used 5.2mm lauan underlayment for the hull sides, both for lightness and its smooth, easily finished surface. Of course, a sample of the underlayment plywood was first tested for water resistance with repeated boil/freezer cycles and dishwasher/freezer cycles. For the bottom and transom, 1/4" exterior plywood was used for strength. I got lucky at the blue store again, they had some really nice 1/4" exterior plywood with such good surface plys on both sides that there were not even any footballs and very few voids.

The frames only run between the chine and sheer and were put in after the chines and sheer clamp were installed. The frames helped keep the hull surface of the chines and sheer parallel for installing the hull sides. The longitudinal pieces have a tendency to twist a bit between the molds. Also, there are no frames across the floor. I wanted as flat a floor as possible with nothing to trip over and no place to trap water or sand and dirt. I did not bevel the frames, just installed each one perpendicular to the chine and sheer. An extra 1/2" or so of notch along the chine end of each frame provides a limber hole to prevent water accumulation at the frames.

Additionally, I mounted the frames leaving about a 4mm gap between what would be the hull side plywood surface. This allowed space to insert 4mm thick plywood strips for plywood scarfs where needed and an additional 4" wide strip of 4mm plywood at each other frame. This reinforces the 5.2mm plywood and provides stress relief at the frames. In another variation, since there are no frames across the bottom, I installed the bottom plywood with grain across the beam rather than lengthwise. This gives more rigidity to the bottom panels.

I also wanted to try some different glues in addition to the usual epoxy. I stuck with epoxy where strength was most critical for scarfs, stem, and transom assembly and to attach the bottom plywood. I prefer MAS since it cures to a hard, sandable surface overnight and the "no blush" formula makes re-application simpler if a joint needs a little more filler. I used PL Premium and Liquid Nails each for half of the hull side planking along with 3/4" bronze boat nails. Liquid Nails was the easiest to spread evenly and squeezed out better for a closer seam. With both, any squeeze-out was best left to harden, then it could be trimmed with a box cutter and sharp chisel to make a nice clean joint. Time will tell which holds up the best.

I don't think I'd use Liquid Nails on a boat that stays in the water all the time. I did





use it to build a simple dinghy of exterior plywood and no fiberglass for a Bahama trip back in the '70s. After being in the water full time for two months there were no problems at all. But I gave the boat away after that so I don't know how long it lasted. Gorilla Glue was used also. This works best when only a little is needed at a time, such as for the frames at the chine and sheer. These were fastened with screws also. This glue foams a lot as it cures, especially if there is much gap, so it works best for tight joints. Be sure to wipe up as much of the squeeze-out as possible to prevent an uneven foamy fillet. Kind of the opposite of epoxy where a little extra is usually absorbed back into the wood and joint.

The actual construction was pretty standard. The transom was assembled using 1/4" exterior plywood, standard 1"x4" and 1"x6" lumber, and filled epoxy. The stem was made up of two 1"x6"s glued together, then sawn to shape. The glue line provides a useful centerline for later measuring and when cutting bevels. The setup process was to attach the transom square to the ladder axis using a large carpenter square and string line (left in place for reference during subsequent steps). The two molds were attached using 2"x4" blocks as needed to get the correct height and aligned with the ladder center string line. They were then squared with the transom using multiple measurements from the transom chine and sheer corners to the molds chine and sheer. A small finishing nail at each corner and the center of the transom provided a consistent and accurate measurement reference point. Then came the stem and the keel. Again the center string and a lot of chine/sheer measurement ensured all was square.

Next the chine and sheer were installed (Pictures 2 and 3). I used fir for these and since it only comes in 12' lengths, they had to be scarfed. It can be difficult to get a straight consistent scarf without excessive gap. I put together a simple jig using scrap lumber (Picture 4) that allows a router to be used. As expected, the sides of the jig must be parallel and at the same height above the sloping board. A 2"x4" center section was wide enough for cutting scarfs of 1"x2" stock. I found it easier and faster to make a first



rough cut of the board being prepared for a scarf using a table or band saw, then use the router to do the final trim. Use a sharp bit, cut a little at a time, and move the router towards and off the thin end to get a cleaner feather edge. The stem, keel, chine, and sheer clamp were attached to the molds with sheet rock screws from the inside to allow easy removal when taking the boat off the form.



Then came the hull sides (Pictures 5 and 6). I scarfed these as they were installed with no beveling. This was easier than handling a 14' long plywood noodle and goes together quickly since there is no wait for glue to set. One hull panel on a side was first installed. This goes pretty fast by clamping every 6" or so, all around the panel, then going back around, driving a boat nail between each clamp. The clamps were then removed and a boat nail driven between the first set nails where the clamps had been located. This puts a nail about every 3".

To form the scarfs, a butt block of 4mm plywood about 6" wide was coated with epoxy, then installed cross grain with the hull

sides on the inside, then a sheetrock screw or two through the hull side was used to hold it in place. The second hull side piece was then glued and clamped in place. At the scarf a layer of clear kitchen wrap was laid over the scarf. Next a 4" wide strip of 1/2" plywood was placed over the kitchen wrap. Screws were driven through all layers, including the butt block (Picture 6). These screws pull everything together and hold the hull sides in alignment to form a fair joint.

The kitchen wrap keeps the glue from sticking to the 1/2" plywood. After the glue sets, remove the screws, 1/2" plywood, and kitchen wrap. Later, when doing the fiberglass work, the screw holes are filled and a strip of fiberglass tape was put on the outside to complete the joint. This process goes together quickly, it took only a couple of hours to cut and completely install the hull sides.

The next step was trimming and fairing for the bottom plywood as usual. It was installed and scarfed the same as the sides. I did find that I had to be more careful that the clamping screws pulled everything together tightly since the butt blocks tended to fall away from the bottom panel on the inside.

Before starting the filling of the nail dents and prepping for the bottom fiberglass, I gave the hull sides a coat of unthinned epoxy. This was done by brushing it on, letting it soak for a minute or so, then using a wide plastic auto body type squeegee to remove the excess. This fills the grain and leaves a very smooth uniform surface that only needs a minor sanding before painting. Plus, if an easily sanded filler is used, such as epoxy with micro-balloons, it prevents accidentally sanding away the plywood surface as the filler is sanded. Applying primer and paint is also easier since there is less absorption, so fewer coats are required. With very little effort a nice surface can be achieved. Now don't get me wrong, I'm a believer in workboat finish so I don't spend a lot of effort trying to get a perfect hull. Boats are to use, not just look at.

Fiberglass was used only on the plywood scarfs, the transom corners, and the bottom. The fiberglass was wrapped around the chines to cover the chine joint and about 3" up (or is it down) the hull sides. This protects the bottom and all corners where the most damage usually occurs, but saves a little weight and expense on the hull sides. To make this transition neatly, I masked the hull sides about 3" from the chine, then taped some clear plastic to cover the hull side surfaces. When the epoxy was partially cured I used a box cutter to cut the cloth next to the tape. Peeling away the tape and plastic left a nice straight consistent line. This process also prevented epoxy drips and cloth sticking where it would later have to be sanded and saved a lot of time (Pictures 7 and 8).

The fiberglass cloth edges were then cut down with a carbide scraper (one of Robb White's very valuable ideas, sure miss him even though we never met). Applying the fairing putty (epoxy/micro-balloons) with an 8" wide metal drywall trowel helped produce an almost undetectable transition. The inexpensive red automotive lacquer putty was used for final surface finish. It dries very quickly which speeds up the work, comes in an easy-to-use tube, and with wet sanding produces a high quality finish. I've used it for years over epoxy with no problems at all. The wood false stem was not fiberglassed, but given several coats of epoxy to harden the wood surface.





From here on finishing is as usual. I like semi-gloss exterior latex enamel for the interior and rub rails. It's not as slippery as gloss, but still cleanable. I tried flat paint years ago but any dirt was almost impossible to get out. A tan or sand color does not heat up in the sun, does not cause excessive glare, doesn't show dirt, and just looks right for a traditional boat. I have used this paint for over ten years in a boat that stays in the water (the boat that skidded down I20), and even where water stands under the floor boards it has not peeled. It also can be touched up easily with just a good scrub, no sanding, before applying an additional coat. For the hull exterior I sprayed on white gloss Rustoleum. I really like this for hulls, it goes on easily, covers well, is durable, and is available in spray cans for easy touch-up. The gloss surface also cleans easily. It also works great as designed for metal.



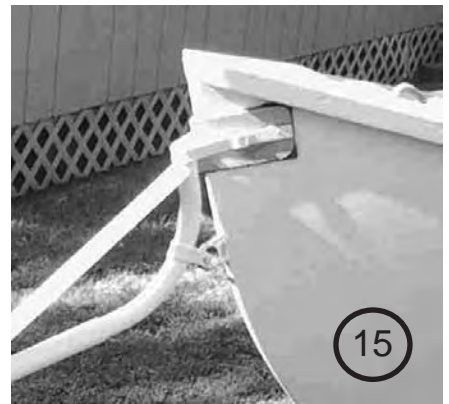
### Moving It Around

Okay, so now we have a boat, how do we move it around, load it up, etc. The move around part was not too difficult. I made a set of wheels that attach to the transom using the transom handles and two Bimini top brackets installed near the bottom of the transom. These can be removed or installed with the boat in the water (Picture 12). Each bracket is



installed with only one wing nut. A 1/4" threaded rod (cut off bolt), about 3" long, screws into the Bimini bracket. The top of the wheel assembly just slips under the transom handles. To install the wheel assembly, just slip the top under the handle, then fit it over the 1/4" rod. A large washer and wing nut hold it in place against the transom. These threaded rods can be left in place when the wheels are removed or unscrewed if the wheels won't be needed often. I also added a set of handles near the bottom of each wheel bracket to make it easier to lift and slide the boat onto the rack.

To make it even easier to move around, I came up with a tow bar that attaches to the bow eye (Pictures 13, 14, 15). A hitch pin is



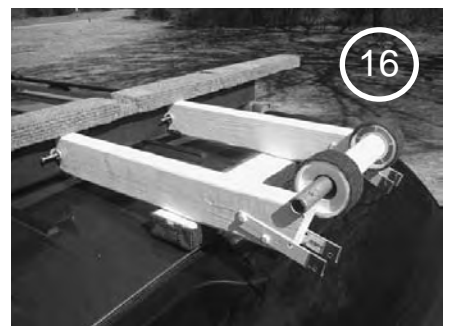
inserted through the bow eye. When the truck end is lifted the upper padded V pushes against the bow. A pre-formed 1" conduit 90° bend from the orange store was used as the main component to which various pieces of scrap metal were brazed. Also, important was to shape the V so the lifting force is against the front of the stem, not against the weaker hull sides. The sides of the V just keep the bracket aligned. This bracket allows the boat to be pulled around a park with a car or truck when the launch site is not close to the campsite. It can be launched on a boat ramp like a normal trailer, but with a lot more onlooker interest. Additionally, I use two 4' pieces of 4" PVC pipe to move it up or down the beach when the tide is out (Picture 22). A block and



tackle to a post or anchor makes it easy to pull the boat completely above the high water level.

### Loading

Now to the hard part. To load the boat onto the Suburban, I added a removable ramp/rail system to my existing canoe/kayak rack. The car top part of this (Picture 16)



attaches to eyebolts on the rack. This is a pair of 2"x4"s which are then supported by a carpeted 2"x4" that transfer the boat weight to the door frame. At the rear of the two 2"x4"s there is a roller on top made from pipe, PVC, and carpet strips plus a pair of brackets for





the ramp rails. The rails run from the car top bracket to the ground and have another two rollers. This all connects with temporary bolts for easy assembly. I don't even use nuts on the bolts. When dis-assembled, the long rails are carried on the ends of the canoe rack beside the boat.

To load the boat (Pictures 17-20) it is rolled into alignment behind the rails, then the bow is lifted onto the rails so the bow rests on the upper rail roller. At this point a second person is needed to keep the boat from rolling backward as the lifter moves to the stern. From here I can grunt the boat up, as the pictures show, until the weight is far

enough forward, then lift the stern and slide it forward.



Optionally I use a block and tackle (Picture 17), actually an old boom vang rig with longer line. It is connected from between the top of the rails, under the boat, to a loop of line between the boat transom handles. This transom line is long enough to position the lower block under the boat. The tackle is then used to pull the boat up the ramp/rails until it can be lifted and slid forward. The boom vang tackle has a cam cleat which makes it easy to secure the line at any point without the boat sliding back down.

So what did all this cost? The final tally was around \$430, which is less than even a narrower, heavier, shallower aluminum john boat (or is it a "honky drownder" depending on your location) would cost, in all a bargain. Plus, I have a boat I'm proud of. Surprisingly, the biggest single expense was epoxy and fiberglass, around \$120. Maybe

next time (remember, just one more) I'll skip the glass and go with "traditional" work boat painted plywood.

### Upon Further Review

After using the boat this winter, what would I change or do differently? I think I'd have put in a bit of throwdown to help planing and make the stern 1" higher for looks. Since I know now that the boat is a success, I'd maybe spring for good okoume plywood for the hull sides, possibly even 4mm to save even more weight. For only two sheets of plywood, the extra \$100 or so would not make much difference. For the loading ramps, I think longer rails would be better, maybe 12' or 14'. The length doesn't really matter too much since they are carried on the canoe/kayak ramp ends. Also, for the stern wheels, pneumatic, larger wheels would be quieter on pavement, and not sink into the soft sand as much.

### What's Next

I haven't mentioned this to my lovely and understanding wife yet, but I have an idea for a light, take-apart boat trailer that would be carried dis-assembled on the travel trailer, then assembled when we arrive at the destination park. This would give us the option to explore and fish other waters in the area without having to cartop every time. When the wind is up on the bay, we could try a bayou or the Intra-Coastal. I'll keep you all posted on this one.

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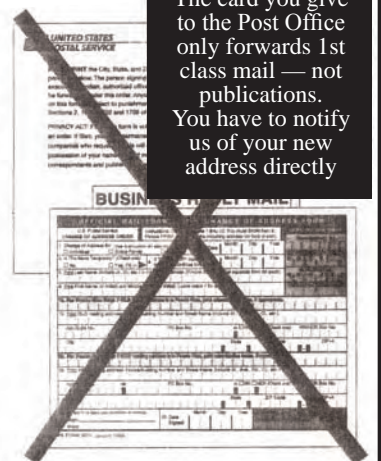
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*Limerick* has become a bit of a dock princess this year. She sits in the rollout cradle I made for her so she can keep her mast rigged and still stay in the marina dinghy rack with all her less beautiful courtiers. *Limerick* is a Ranger Minto, a 9' faux clinker hull in fiberglass, I bought from the original owner 28 years ago. There she sits, just waiting for me to plunk her in the water and raise the sail. I'm not sure I even have an excuse. But there she sits.

I belong to the local tribe of messers known as SCUZ BUMS, which is a slurring of the acronym for Southern California Small Boat Messabout Society. And I had *Limerick* all gussied up for last year's five-day giant messabout. Her recent LP paint was polished, the teak rails and trim pieces stripped down and re-Cetol'd. And, yes, once again I swore on a whole stack of Schooner Varnish cans and badger brushes that I would faithfully keep up with the brightwork, this time, I promise. When the messabout finally arrived I showed up each day with one or more of my overabundant fleet. Somehow *Limerick* stayed in her rack. I should be ashamed.

It's not that she couldn't make the three-mile transit over to Fiddler's Cove from the Chula Vista side of the Bay. Heck, back when I was about 25 years younger I sailed this little nutshell across Puget Sound, dodging tugs with giant chip barges, ships, and a pretty heavy sea state, and back with not much of a thought about consequences. She's seaworthy. After nearly three decades with this boat I haven't capsized yet. Yes, she has come home with mud hoisted to the truck on several occasions. But that was with people to whom I loaned her.

## Her Name is *Limerick*

By Dan Rogers



Along the way *Limerick* has followed me across the Straits of Juan de Fuca, all over the San Juans, and into just about every nook and cranny in the lower Puget Sound country. She's been dragged over barnacles and mussels, carried kids on their first sail, and always kept her bottom pointed at the fish. One dark and stormy night I took another cruising sailboat in tow and attempted to anchor in the partial lee of a small island with the other boat astern on the towing line like a 28' dinghy would be. We attempted to run the Minto back and forth as a sort of floating trolley car from one sailboat to the other, and in the process she got loose and went drifting off into the dark. And she was gone.

After about an hour of bucking and surging with that heavy boat astern, I decided that our "lee" wasn't worth holding on for and started the tricky process of weighing anchor and continuing our tugboat duty down wind. Suddenly there she was, sitting pretty as a little princess on the crest of a wave up ahead. It's been way too many sea miles ago for me to recollect just how I kept the other boat from ramming me and picked up the dink's painter and all that. But instead of becoming splinters and driftwood, she lived to explore many an anchorage and lots of marinas. We've gone on to sail the waters of the Channel Islands region and San Diego Bay here in SOCAL.

Without fail we get a bouquet of smiles and "cute boat" anytime we get underway. But there she sits. Rigged and ready. And, yes, I should be ashamed.

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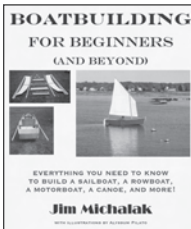


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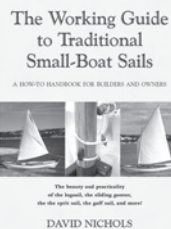
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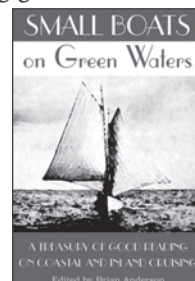
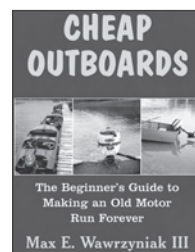
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# Harry's Canoe

From *Mainsheet*, Newsletter of the  
Delaware Valley Chapter TSCA

Some of the reasons I chose the MacGregor were the size and the challenge of a different kind of project from the Glen-L 15 that I built. A big advantage of Ian Oughtred designs is that he has written a comprehensive book, *Clinker Plywood Boatbuilding Manual*, available from *WoodenBoat*, that exhaustively documents this kind of construction. As Ian says, "A canoe hull is a complex project but light materials are so easy to handle that the project is nearer to model making than boat building. The strakes bend gently on a skinny boat and there is no lofting necessary."

I started with 4mm sapele for the hull and 3mm for the decks. This I ordered from Harbor Sales. I built a substantial ladder strongback and made the mold by laying the plans on my mold stock and pricking through the paper with a pin. I then flipped each plan over to make the mirror image and ensure bilateral symmetry. Lofting wasn't necessary because she was easy to check for fairness with a batten once the molds were set up on the strongback. With such a popular design I could depend on the accuracy of the plans. Some fairing of the molds was necessary as the skeleton took shape, but not much.

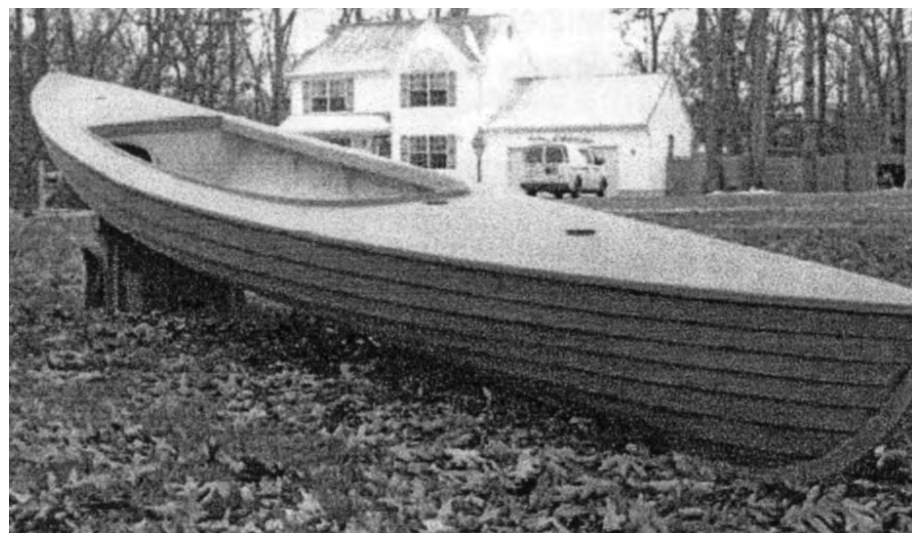
I laminated the mahogany inner and outer stems together with clingfilm between so there was little shaping to do once they were in place on the boat. First the inner keel was mounted on the molds and shaped for smooth landing of the garboards. Both the inner keel and the inner stems were covered by the garboards and planks, no rolling bevel. Tapered gains were required at both ends so the planks would lie smooth on the inner four stems.

I scarfed the plywood plank stock into 16'x2' lengths. While scarfing on the boat is possible when a builder is working single handed and lacks shop space, it wasn't really necessary in a boat when all planks were less than 16' and required only one scarf. I cut the individual planks from the stock so that the scarfs weren't lined up longitudinally but were arranged along the hull.

First I made hardboard patterns of each plank. These patterns were laid on the plank-laying stock and cut with a saber saw, then planed down to the mark with a Japanese Shinto rasp. Once the first plank was shaped I used it as a pattern for the same plank on the other side of the boat, cutting that plank out with a router and a pattern bit. This insured that my laps were the same on both sides as long as the plank bevels were equal on both sides.

The basic shape of the garboard was determined by measuring the same percentage of the girth at each station. While the sheer strake is the most important plank, visually the garboard provides an important foundation for the lining off pattern. The ratio of the width of all the other six planks is determined by shape of the garboard.

My first problem was that when I first cut the pattern I didn't notice that it didn't fully land on the forward and aftermost stations. This meant that the garboard planks weren't the right shape and had to be persuaded to stay on those two molds. A pneu-



matic nailer at the molds helped to persuade the planks to find their proper home. At both ends of the planks tapered rabbets or gains were required so the planks lapped smoothly on the stems. These were almost the only area where fastenings were not removed once the glue had set.

I made plywood U-shaped clamps out of  $\frac{3}{8}$ " ply and then made hardwood wedges for securing the plank laps. Store bought clamps aren't long enough even when the planks are this narrow. Lots of these were needed to hang each plank. First, three or four are loosely positioned, the wedges just tight enough to keep the plank in place. Check all around to make sure each plank is correctly placed. Then fit all the clamps and wedges in the same way, then push the wedges home. Be sure clamps and wedges are clear of the inner edge so it will be easier to clean up the glue.

Once I had finished the hull itself I was ready to turn it right side up, being careful to keep it aligned in the process. I had been careful about cleaning up glue as I hung each plank, rags and mineral spirits on the outside, scrapers and heat guns on the inside. This was tricky because the molds weren't very far apart. It was hard to get under the strongback and catch all the drips, especially near the molds. This diligence paid off when it came to sanding time but, even in such a small boat, there was still lots of smoothing involved before she was ready for paint and varnish. I'm a bit of a perfectionist, and at this stage that paid off.

There is lots of paint and varnish on the way but the final appearance is no good without thorough preparation. I used masking tape and good paints, lots of coats.

Although there was still a long way to go, the hull itself was right side up and complete. Now it really looked like a boat. I made up chocks from the mold patterns and mounted them on trestles. Then it was waxes and rubbing strakes to complete the hull. Before the deck went on I had to paint at least the ends of the interior. Once the deck is in place, it is too late to go back.

Both Andy and Mike had insisted that hollow spars were important to keep the rig as light as possible and that bird's mouth masts were fun to make. So I built a spar lathe using the headstock from a garage sale lathe that could be slowed way down and a tail end guide that I made out of skateboard wheels. Masts are long and narrow, a support

is necessary to prevent whip when turning and smoothing, even at a low speed. At first trials the wheels were too hard and squeezed channels into the mast staves but then, once I lined the wheels with inner tube rubber, the lathe worked better.

I cambered the deck beams according to the plan. Hanging knees support the carlings and washboards. The cockpit coaming was such a tight bend in a 30" wide canoe that I had to laminate it out of two layers of hardwood. I copied two bulkheads off the molds fore and aft of the cockpit and glued them into place to make two watertight compartments. Rather than complicate the deck with hatches, I cut hatches in these bulkheads, saving the cutouts to be made into the hatches. Although Andy left his floorboards loose, secured with turnbuckles, I screwed mine down to the floors for longitudinal support.

The design calls for a leeboard system that attaches the head of the weighted leeboard to the floor of the cockpit with a single pennant. The theory is that the sailor can reach over and transfer the leeboard to the other side at every tack. Going through the eyes of the wind is a busy time in a narrow canoe so, on Andy's recommendation, I chose to pivot the leeboard on a single bolt passing through the strengthened sheer strake. A single board serves on both tacks as long as the boat sails flat and it still can be rotated up out of the way when grounding.

Andy and Jenny sail as a couple. Mostly sailing alone, I am now looking at adding a leeboard on the other side. This way I can lower the windward leeboard before the tack and then, once she is settled on the new tack, raise the other leeboard. This system keeps the canoe more stable at all times but still keeps drag to a minimum.

I am very pleased with this project. It was a total change from my first boat and made an exquisite boat that is fun to sail and good to look at.

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April has been a busy month here in Eustis, Florida, with organizing a little Laser regatta, separating our Laser races from the sailing club's regular races, and starting the Wednesday night sailing now that we have DST. I was getting the tax stuff together so I could send "W" some more money. That is my excuse for putting off the this Laser story to follow up on "When the Fire Department Arrived" in the April 15 issue. So now I sit down to fill in.

The Laser sailboats, just shy of 14' and a little wider than a Sunfish, have been around for 36 years now and the "full rig" is the original mast and sail. It is the current Olympic single handed men's boat along with the Finn. Years ago a "radial rig" was developed for women and men under 150lbs. It has a shorter mast and radial cut sail with seams radiating from the clew. That sail handles higher winds better and is the women's single handed boat in the next Olympics.

More recently a 4.7 rig (I think that is 4.7sm sail area) was developed for 15-year-olds getting out of Optimist prams. It has a shorter mast and is shorter on the boom but uses the same boom and equipment as the other rigs. That rig is very popular in Europe with 325 entries in the 2006 youth championship in France. The 4.7 is a lot slower catching on in US but we are just figuring out soccer.

There is a big write-up on Lasers in the April issue of *Sailing World*. I counted 19 pages. They say it is the world's most popular sailboat. I think that may be the Optimist pram, but won't argue.

The boats are a lot of fun just to blast around in when the wind is up. When going around a race course, upwind, and down with

## Lasers

By Sam Chapin

at least one gybe, it gets to be tricky when the wind is up. So when the wind is up we need to practice that stuff.

Now a little about the lake we sail on. The lake is about three miles wide and five miles long, sort of oval, 10' to 12' deep except maybe one spot down to 20'. The muddy bottom is very sticky because of the fungus that lives down there. In the summer a non-toxic red bloom comes to the surface and then sinks back to the bottom in a couple of months. The sailing club is about a mile north of downtown Eustis. Downtown Eustis has public docks, a restaurant, community center, park, swimming pool, history museum, and chamber of commerce on the water's edge.

This past winter there have been several drownings of fisherman on various lakes in this county. Alligators are around and some big ones have attacked people, not on our lake but within a hundred miles.

If when sailing a Laser turns over, no big deal. It usually floats on its side with half of the mast in the water. The top of the mast is sealed and floats. Any water in the cockpit runs out the side. The boat will wait while one swims around and visits until one pulls on the centerboard, rights the boat, and climbs back in. Trying to climb up the deck side after the mast is in the water will drive the end of the mast into the Lake Eustis Sticky Mud. Then it will be a problem. It

may take two people pulling on the centerboard to get the mast out of the mud or a motor boat to give it a pull.

Well, here is what happened that day I wrote about in my prior short note. Alejandro turned downwind. He didn't get the vang off and stuck the end of the sail in the water. With the vang on, the boom can't rise, the sail is swept back by the water, and he turned over. Did he climb to the wrong side? I am not sure but he did get the mast in the mud. Dean sailed over in a 4.7, which he likes to sail. He turned over on purpose so he could help Alejandro. When they are on their side they don't drift too fast because the sail is in the water dragging along. The goal is to right the "in the mud" boat, then both rescuers get into that boat and sail over to retrieve the second boat. We have done this before. The other way to do it is for some one else to crank up the motor boat and come to the rescue.

Now we don't know who, but maybe someone over at the Chamber of Commerce looked out her office window and saw two little boats turned over out there with the swimmers around. She may have thought "another drowning in Lake County" or "a 'gator will get them and we don't need this kind of publicity." She might have been the one that picked up the phone and called 911.

I had a nice visit with the fire chief, the fire boat drivers, the paramedics in the ambulance, and the sheriff's deputies in the two sheriff's cars that came. I think they enjoyed it, too, because they didn't have to muck around in the cold water all night looking for bodies.

Dean really likes sailing the 4.7 Laser because it still rockets along in high winds but you feel like you have control. That is not true for many of us and the full rig. I like the 4.7 for its general good manners both in light winds and heavy. If you have a chance to sail one, then do it. If you are in Central Florida come by and we will try to get you out in one. (If you weigh in at 250-300lbs you will probably not be able to move about well in one. I know someone weighs 210lbs and does well.)

The Lasers built now are the same boats as originally but are built better. The past ten years the lamination of the stiff deck has been improved and the boats stay stiffer longer. The controls of the vang, Cunningham, and outhaul have been upgraded with more power and relocated to where they can be more easily reached. Now the adjustments can be made to the sail as often as desired. The boom has an internal sleeve to help it stand up to the increased pressure from the vang upgrade. There is a stainless steel disc at the bottom of the mast step so the mast won't grind through the bottom of the boat. The sail is of a little heavier material than the original.

There are at least five books on how to sail a Laser, most written by one-time world champions. There are four DVDs and two CD ROMs. Starting in sailing one again or sailing one for the first time, one can read about and watch the techniques that have been developed in the past 36 years.

Maybe one can be too old to sail a young person's boat. I will be 80 before this article appears. Coming from sailing one years ago, one may enjoy the new controls that make it a lot easier for an old guy to sail one. But, being this old and not having sailed one before, don't start now. Mess about in something a little easier or at least use the 4.7 rig.

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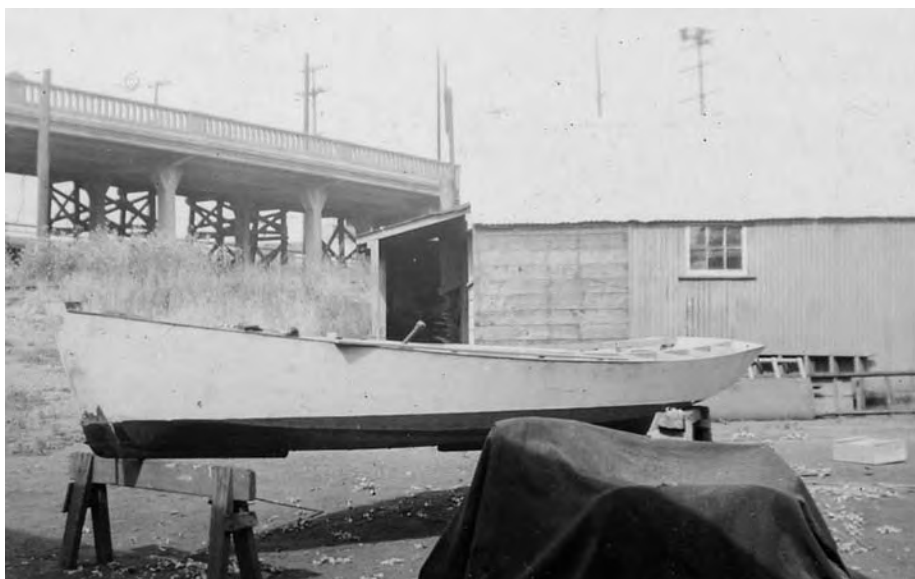
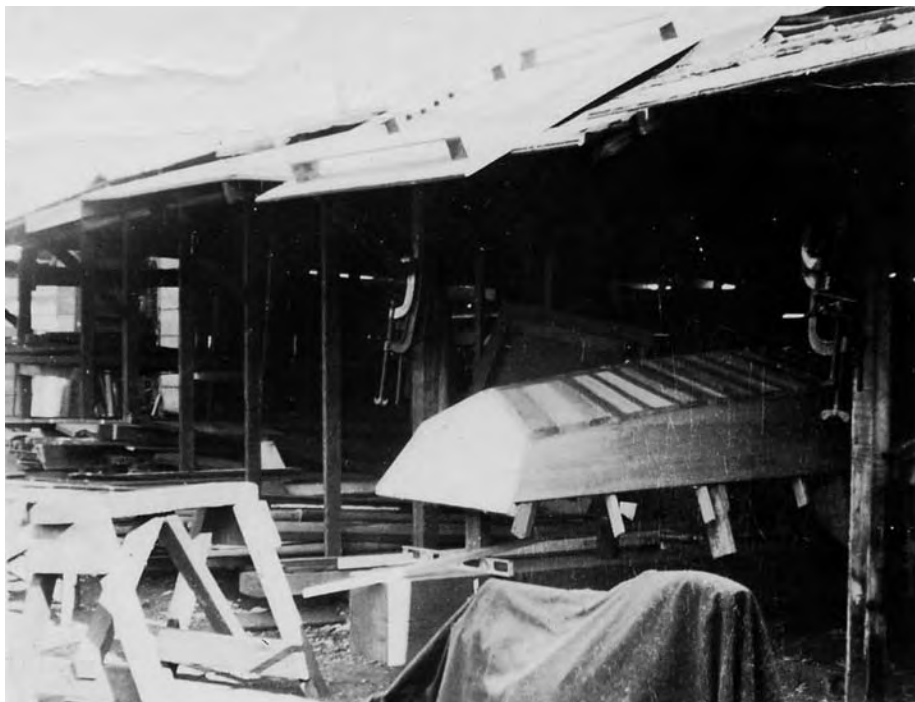
# Another Cinnamon Girl 65 Years Ago


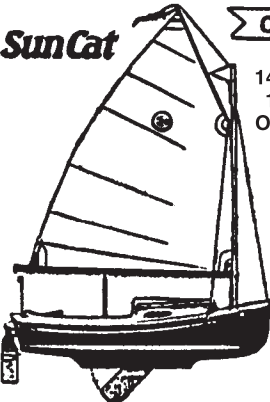

By Jim Melcher

I enjoyed Kevin Brennan's article, "Cinnamon Girl, a Chesapeake Bay Crabbing Skiff" in the April 1, 2007 issue. In 1942 I was 20 years old, in the US Coast Guard, and stationed at Harbor Island Base in Seattle, Washington. At the funky boatyard base on the Dawmish River my buddy Bob Nelson and I maintained the fleet of motor yachts that patrolled the Seattle waterfront during WWII.

Sailing was in my blood, on my living room mantel is the racing trophy my mother won in 1924 and another I won at the Nantucket Yacht Club Regatta in 1939 racing Stage Harbor Catabouts. It's a complicated story of how I got from New England to Seattle, but by 1942 I had put in time at Edison Vocational Boatbuilding School in Seattle and worked as an apprentice in local boat shops. With a tool box on my shoulder I had parlayed my way into the Coast Guard as a 3rd Class Carpenter's Mate.

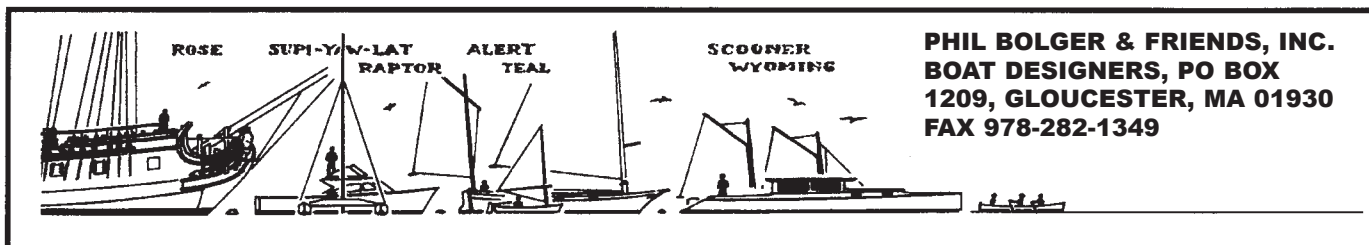
Kevin Brennan mentions Howard I. Chapelle's yachting magazine articles. I lifted the same plan Kevin used and built the same boat. As I remember, Bob Nelson and I had to scrounge a lot of the material. The cross planking came from a cedar log 5' in diameter that was tethered to the river float. We bucked off a 4' length, split it into rough planks, and put them through a planer to finish  $\frac{3}{4}$ " stock. We built two skiffs, one for each of us. Bob installed rigging from a derelict sloop but I stayed with the cat ketch and made all my spars from Sitka spruce. On a short leave I beach cruised to the San Juan Islands before I was shipped overseas. I can't recall what became of the skiff.





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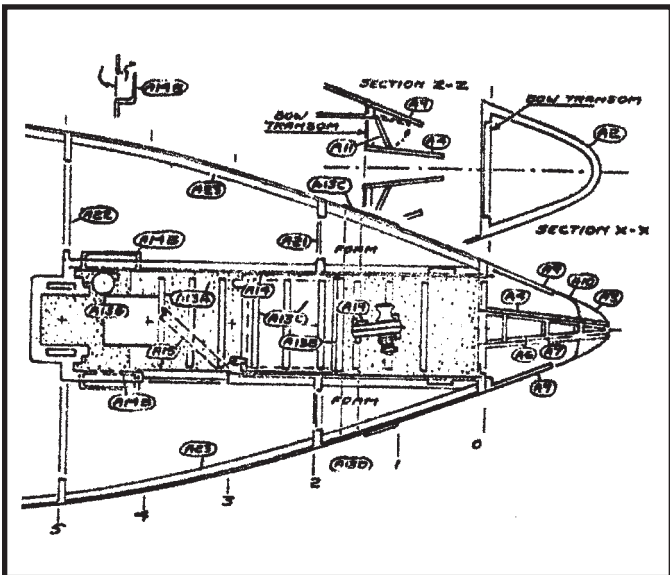
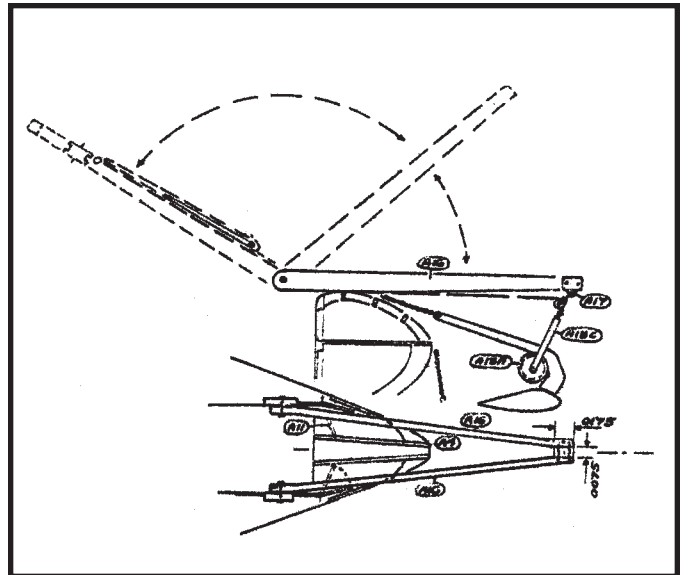
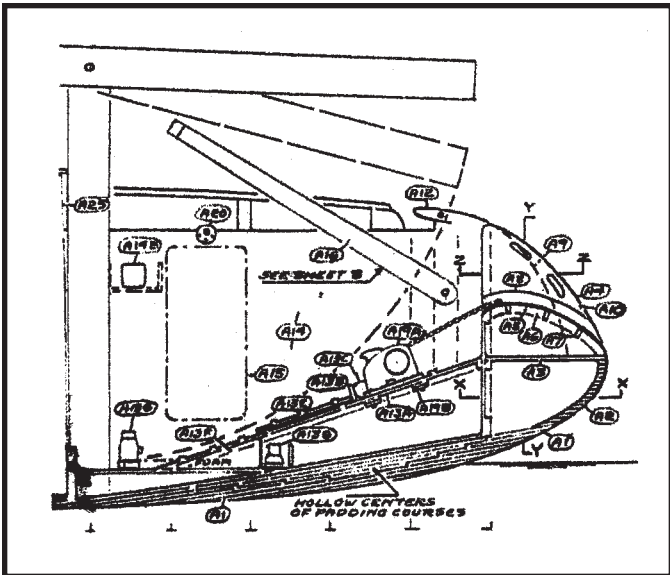
**Unusual Groundtackle Handling:** The detail drawing diagrams the working of the anchor handling gear. Note the massive construction, with insulation, of the door that gives access from below decks to the deep anchor well. The mast heel lock on the right is temporary. The final one will be more secure for sea work but still arranged to release without jamming. The A-frame davit carries the anchor well clear of the hull in let-

ting go and retrieving. Once the chain has been brought to its end and the anchor catted there, the anchor is secure clear of the hull. The series of photos show the process of bringing it inboard for passages or just maneuvering in very tight quarters. When they're familiar with this gear there will be no one on deck, the operation will be performed from inside the well where Gaby is standing in the photos. She got there and will go aft without ever going on deck.

Plans of Design #576, including the Le Cabotin plans with those of the lighter and cheaper, but less capable, original version are available for \$500 to build one boat, sent priority mail, rolled in a tube, nine 22"x34" sheets of drawings and detailed keyed specifications, from Phil Bolger & Friends, Inc., P.O. Box 1209, Gloucester, MA 01930, U.S.A.







Someone we all know, and miss, would've called this thing a "jackleg." I know. The title, "Boat Elevator," certainly does beg the question "why build an elevator for a boat?" I told someone, who had amazingly asked THE question, it was "because boats can't take the stairs." But the primary reason is that my boat shop, the essential part of it anyway, is on the second floor of my barn.

Second floor boat shops do sound like a worn out joke, sort of like the urban legend guy we all know who built a boat in his cellar without planning on how he would get it out. Actually I do know someone, really, I'm not making this up, who built a 28' trimaran in his cellar. Being a darned good engineer (and planner) he did get the boat out but it required cutting a rather large hole in one wall... In fact, second floor boat shops are not that uncommon.

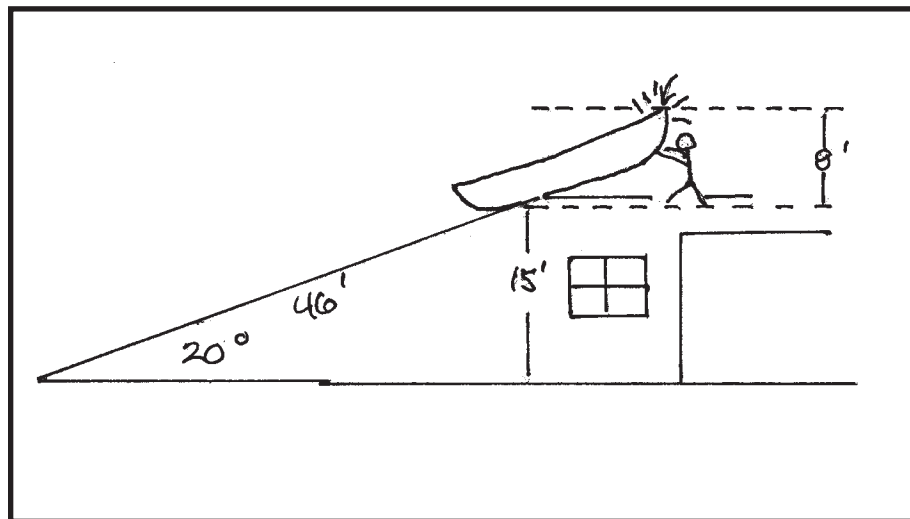
Where I live, heating a shop can be a real problem, especially as fuel prices keep climbing ("LaBrie Small Craft" is in Exeter, Maine, which is roughly 18 miles northwest of Bangor). As proof, as I write these words it is April 5, 2007, and the snow is falling heavily outside with over a foot accumulation just since last night! My second floor shop is roughly 30'x14' and nestled within a roof truss framework. It is paneled with local pine and is heavily insulated top, bottom, and sides. For safety and efficiency I heat it with a direct-vent kerosene heater (a Toyotomi Laser 56) and I can heat the shop to comfortable, epoxy-using, temperatures ( $> 60^{\circ}$ ) in the dead of a Maine winter, expending only about 1+ gallon of K1 per afternoon.

I also do all of my heavy milling, planing, rough sanding, etc. on the unheated first floor of the barn which helps keep upstairs shop dust to a minimum. Did I mention that there is some double-pane glass on the south side for some modest passive solar gain? It's a pleasant place to spend a winter's afternoon building boats, especially with the old Nikko stereo cranked up to a local station.

### Here's why

The ideal ramp needed would've been over 45' long! This would've been like building a railroad trestle or a rollercoaster. I do admit that the latter sounds intriguing...

In the "full disclosure department" I need to admit that we did test a crude ramp idea last August during our annual pig roast and hull flipping party (we did this early in the morning, well before we got into the "beverages" I might add, safety first). Using an aluminum extension ladder we crafted a ramp of roughly  $45^{\circ}$  to lower the no-longer-needed (and expendable) forms out of the shop. The end result has been dubbed the famous "Forms Crash of '06." I have left the dent in the shop ceiling unpatched. It adds character.



## Boat Elevator

By Paul LaBrie

I had originally envisioned the upstairs shop for the construction of kayaks, sailing canoes, and other light craft that I could theoretically pass out the door down to someone on the ground (which is 15' down from the shop). This original vision quickly went by the waysides. Like Topsy, my recent boat project, an 18' L.F. Herreshoff "Carpenter," "just grew." Because of the boat's length and weight (approximately 350lbs), a simple ramp would've been prohibitive.



### So here then is our solution.

The photos pretty much show it all. First we made a quick trip to the rental store in Bangor for some pipe staging. We used this staging to build two "towers," each three staging units high, as the "sides" of the elevator "shaft." This was then followed by another quick trip, this time to the local sawmill for some rough cut hemlock for cross beams and to build a 14' pallet which constituted the "floor" of the elevator. We then used two block and tackles, one at each end of the pallet, as our lifting/lowering mechanism. Once the entire rig had been assembled, the actual move and lowering to the ground took no more than 10 minutes or so!

If you decide that such a thing might work for a similar problem you have, my only advice is to work slowly and carefully. Boats dropped from great heights can cause great damage to both egos and bodies, not to mention what it does to the boat...

Our next project is a 25-footer...going up?





I have written in past articles about the problem of getting at various items in a boat after the manufacturer has bolted and glued everything together. Some boat designers are using a form of modular construction that lets one get to parts of the boat without removing other items to have access. Most boat equipment designers (and installers), however, remind me of those who create the behind the dashboard configuration that requires one to disassemble a good deal to get to one part.

At present I am working on an electrical problem that required removing a bulkhead to get to the back of the instrument panel on the boat. The good part is that the builder secured the cosmetic bulkhead with screws. The bad part is that the bulkhead is in two parts secured together from the inside with a butt piece. Using a flexible drive on my drill I was able to get the screwdriver bit to the screws and remove the two necessary to take out the bulkhead. It will be put back in a different manner.

The reason for the work was the need to replace the 1985 ignition switch that had become loose internally. The problem was that I needed to wiggle the switch to get the electronics on to start the engine. My concern was that if the boat hit a wave just right it could bounce the connection inside the switch and shut down the electrical system. In any event, the instrument panel was exposed and I cleaned all the connections. Even with some corrosion everything works, but since I had it all opened up, why not clean everything?

The above brings me to the question of cosmetic construction on boats. At one point I had to, on the water, saw my way in through a fiberglass covered section to reach a broken thru-hull fitting so that the raw engine cooling water from the heat exchanger would stop going into the bilge (I ran the hose out of the engine compartment to drain out through the scuppers while we heading back in). The section I had to cut into did nothing more than look nice and protect the fuel tank ventilation hose and the raw water outflow hose from damage.

This cosmetic work was as well constructed as the rest of the boat and took a good deal of work with the end of a hacksaw blade to cut my way in. It would have been nice if the builder had put in an inspection port so one could reach the thru-hull fittings without the need to cut one's way through the covering. My plan is to install two inspection ports when I put things back together so I can get to the hoses (and their clamps) the next time such work is needed.

Sometimes the cosmetic covering provides a potential problem later in the boat's life. At present I am helping to take apart a trimaran that cannot be repaired. We removed all the fittings and started cutting the boat apart. Parts of the decking felt "soft" when walking on them. Once we cut into the area, the reason was obvious. The builder (or a later owner) had added plywood over the fiberglass deck and used wooden spacers. The areas between the spacers had collected moisture over the years and both the spacers and the plywood were rotted. The original fiberglass deck was in fine shape.

Unfortunately, someone had added spray foam (the type used to fill voids) in some of the bilge area and the foam had slowly collected moisture which in turn rotted the plywood bulkhead that the foam buttled

## From The Lee Rail

By C. Henry Depew

against. If they had left the foam out the area would have "breathed" and the bulkhead would have probably still been in good shape.

Of course, boat builders are trying to build a product to make a profit. As such, they follow mass production assembly line procedures used by other manufacturers. If they do not see a need for something, it is left out of the process even if it will cause problems later, because such considerations will add to the cost of their product and the cost increases may decrease the sales potential of their product.

It is my opinion that one can tell the "old style" builder from the modern ones by the little things, like an extra length of wiring to allow one to replace an electrical connection by cutting off a bit of the original corroded section and still have enough electrical wire to which to attach a new fitting. My boat's instrument panel wiring harness to the engine was installed by "old school" builders (a couple of extra inches more than needed to reach the connections). Therefore, I was able to remove the instrument panel and clean corrosion because the builder left the "extra" wire that gave me the ability to actually remove the instrument panel.

Taking things apart on a boat sometimes calls for special tools (like the flexible extender for the reversible electric drill) or a unique use of existing tools. One of my more useful tools for taking things apart is a Stanley bit brace and a collection of screwdriver bits and nut drivers that fit the brace. What is neat about the brace is that I can put standard  $\frac{1}{2}$ " and  $\frac{3}{8}$ " drive sockets on the brace using a standard short drive extender. There are times when such a capability saves a good deal of labor. I also have in my collection of things an adapter my father made for his  $\frac{1}{2}$ hp electric drill that will allow me to use the drill as a large and efficient nut driver.

Of course, when taking something apart there is the consideration of how to put it back together again. As noted earlier, I plan to install access ports to get to the thru-hull fitting for the tank vent and cooling water outflow. Hence the removal of material was done in a manner that will facilitate the installation of the ports later.

With the trimaran we are using "wrecking blades" and reciprocating saws to literally cut the boat up into manageable pieces. Before being introduced to the reciprocating saw and what it could do, I thought a backhoe was one of man's more destructive devices. Now I know better. Fiberglass, plywood, 2"x4" lumber, it doesn't matter. Just lay the blade onto the material and start cutting through! The builder of the tri had through-bolted all of the hardware (with backing plates). In some cases we could not get to the nuts. No problem, we just cut out the section and then unbolted the hardware at our leisure.

A friend had to get at a nut in the bilge of his boat with no room to rotate the socket wrench. We used two universal joints and three extenders to reach the nut and have room to turn the wrench. It was not pretty but it worked. Another boating acquaintance noted that masking tape is a needed item on the boat's tool box. Put some tape in the socket followed by the nut. The tape holds the nut while maneuvering the socket into position and will disintegrate as soon as the nut is started on the bolt. This is a nice trick when working with non-magnetic connections.

There are also times when a galvanized nail is the perfect tool to slide a nut onto a bolt in some locations. The nail is also a good device to hold a nut coming off a bolt in some locations. Unscrew the nut almost to the end of the bolt and then butt the nail against the bolt and finish unscrewing the nut. This way the nut does not fall into the bilge (or other inaccessible location). An alternative to the nail is a long shank nail punch (used to drive the heads of finishing nails below the wood's surface). The nail punch has a nice blunt surface to press against the bolt and allows the nut to be easily retrieved once it is off the bolt.

Another handy item to have on a boat is some twist ties (the type that come with garbage bags). They make good, quick securing for all kinds of things. I use them in my wiring work to provide temporary secure points when I have a number of wires so I can see where is the best place to put in the permanent nylon attachments. They also hold a bunch of nuts together when taking something apart. Just insert one end through the holes in the nuts and then twist the tie together. If one tie is not long enough, twist two (or more) together to make a longer one.



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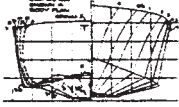
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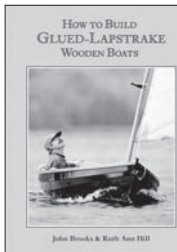
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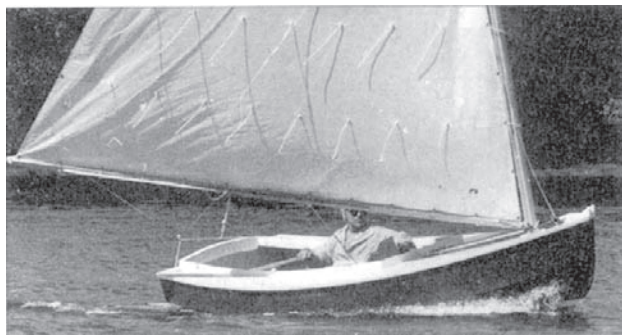
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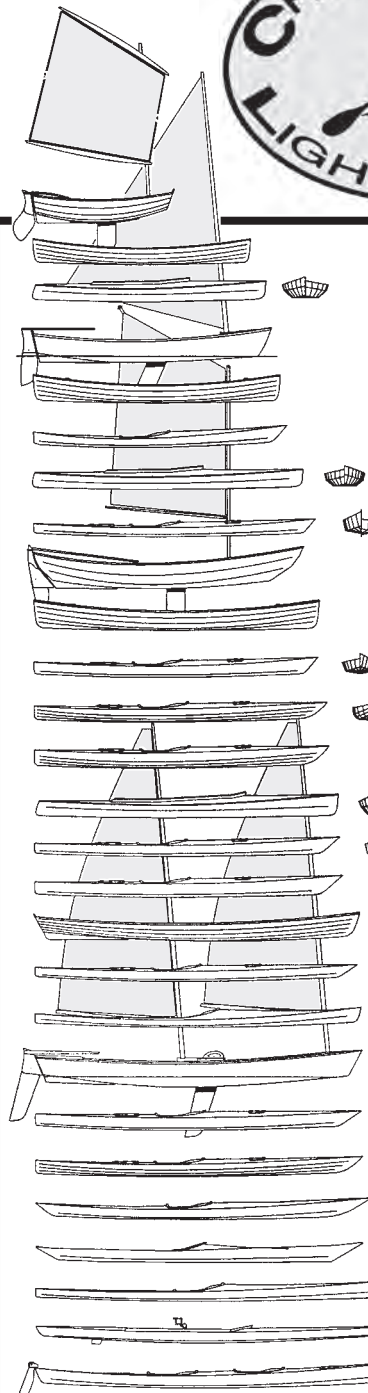
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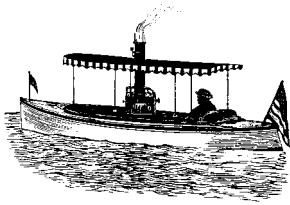
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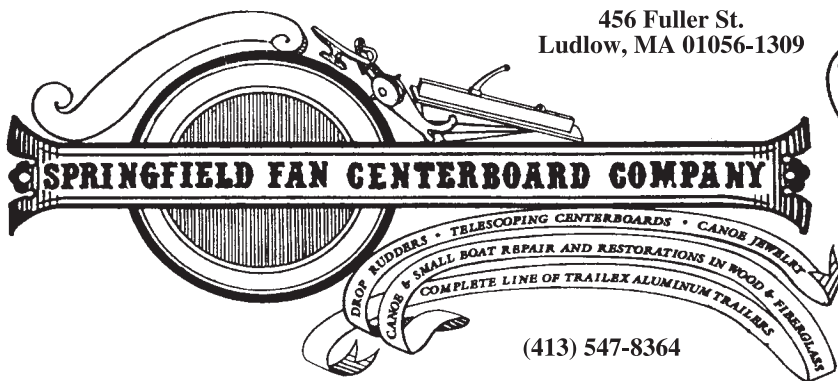
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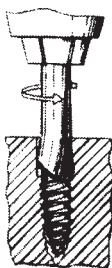
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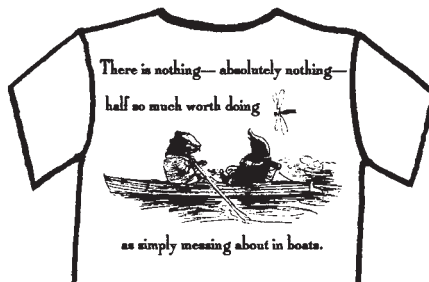
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# Classified Marketplace

## BOATS FOR SALE



**Nord Vinden**, 13'0" canoe yawl modeled after Geo. Holmes' Humber Yawl Ethel. 4'6"x24" folding cb, 100sf sail. 6mm sapele mahogany ply, epoxy coated. Approx 350lbs. Built by William Clements, Boatbuilder. Handsome sailer, rows & sculls well. Gd shape, nds some spring touch up. Asking \$7,900, trlr incl.  
**HARRY BROADY**, Monroe, WA, (360) 794-1227, hbroady@earthlink.net (2)



**Cal 25 Sloop**, '69. 4' draft, new main, jib, genoa, 4-stroke Yamaha 9.9 2yrs old. Well maintained, much gear goes too. \$3,900.  
**KERRY LANGE**, Stony Creek, CT, (203) 488-2004 (2P)



**1960 Dell Quay Fisher 19' Open Diesel Launch**. From Chichester, England, lapstrake fiberglass hull to traditional Norwegian design w/ original SABB 8hp diesel and variable pitch propeller. All in very good condition, engine runs correctly, with dual axle trailer. Fresh water use only. These boats are highly sought after and rare in England! \$7000.  
**ROGER RUDDICK**, Ft. Myers Beach, FL (239) 463-8887 (2)

**16' Lowell's Boatshop Sailing Surf Dory**, in vry beautiful cond, w/oars, sails, & trailer; \$3,500 in present cond, \$4,500 completely refinished. 23' Macgregor Sailboat, w/seldom used Nissan 8hp ob, trlr, 2 sets sails, pop top canopy. Needs sprucing up. Only \$1,500. Old Town Adventure XL, 160 Sea Kayak, w/rudder, paddle, spray skirt, like new. \$1,000. '87 Citation Bow Rider 19' power boat, w/140hp Mercruiser in gd cond, Easyloader trlr. \$4,000.  
**DAVID RAY**, Bristol, ME, (207) 563-1032 (2)

**8' Trinka Sailing Dingy**, teak floor boards, self bailer, canvas boat cover & spar bag, varnished oars, galv EZ Loader trlr, used 4 times & stored in garage. \$3,500. '02 **Zodiac 9'4" Inflatable**, C-285S, never used & stored inflated in garage. \$900. **9'4" Watertender Dinghy**, double-v, used. \$300.  
**HAROLD SHETTLES**, CT, (860) 859-2815, harold.m.shettles@snet.net (2)

## CLASSIFIED ADVERTISING INFORMATION

Classified ads are FREE TO SUBSCRIBERS for personally owned boat related items. Each ad will automatically appear in two consecutive issues. Further publication of any ad may be had on request.

A one-time charge of \$8 will be made for any photograph included with any ad. For return of photo following publication, include a self-addressed stamped envelope.

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**14' 6" North Haven Dinghy**, built at WoodenBoat School by Greg Rossel & his students in 1991, cedar planking on oak ribs. Rig, sails, sail cover & cradle included. Excellent condition. \$7,000.  
**WOODENBOAT SCHOOL**, Brooklin, ME 207-359-4651 (2)

**'85 Rob Roy 23 Yawl**, w/'97 Honda 8hp ob & '97 EZ-Loader trlr. Everything in vry gd cond. \$8,500.  
**BOB WILLIAMS**, 333 Christian St., Wallingford, CT 06492, (203) 265-0491 (2)

**1980 Seidelmann 25**, ready to sail from berth on South River, MD (5 miles south of Annapolis). Average condition, main, jib, genoa, spinnaker. Honda 6hp outboard motor w/ cockpit shifter.  
**STEVE**, (703) 338-1153, sjdeatherage@yahoo.com or **MIKE BOWSWORTH**, Vienna, VA, 703-864-4174 (2)

**O'Day 23**, '72/'73, keel/cb, sitting headroom, roller furling, great handling sloop. \$1,500. Tlr (new). \$1,500.  
**DOC CASS**, Wellington, ME, (207) 683-2435 (2)

**West Wight Potter 19**, '98, white hull, blue & white sails, 5hp 4-stroke Honda, galv trlr, anchor, many extras. All in vry gd cond. Located Buffalo, NY. \$7,500.  
**BRIAN LEWIS**, Amherst, NY, (716) 870-3467, blinwa@yahoo.com (3)

**15' Plywood Lapstrake Canoe**, free, little use, I'm sick & fixing the leaks is beyond me. Located in CT.  
**ronald.grunloh@sbcglobal.net** (3)



**'84 Rob Roy 23 Yawl**, high quality construction, orig trlr, sails & Honda 4-stroke ob. All in gd working order. New paint deck, hull, & cabin. One family fresh water boat until '04. Lovely & handy sailer. \$8,500.  
**RANDALL BRUBAKER**, Somerville, MA, (617) 629-2114 (3)



**Vintage Power Cat**, built in '59 to race in Gold Coast Marathon from West Palm Beach to Miami, this unique runabout has been totally restored. FG over plywood, 18'x8' w/twin 65hp Mercury obs. Retro lines & paint job make it turn heads. Custom cushions & interior won a national award. Can be used for boat shows or everyday messing around. Fast w/an incredible ride. \$8,500.  
**DAN SHALLOWAY**, N. Palm Beach, FL, (561) 3462306, dshalloway@sfrninc.com (3)

**Boats for Sale at WoodenBoat Show**, at Mystic Seaport Museum. To be fair to all interests, the boats will be available for inspection only during the show in the Museum Shipyard June 30-July 1. Silent auction, minimum bid basis. Square Stern Wood Canoe, 13'8" x 3'4". Flush lap, batten seam construction w/bent frames. Rough, a project boat. Alden "X" Class Frostbite Dinghies, (2). 11'5" x 4'8", cedar lapstrake planking riveted to bent oak frames. Built in the '30s by Fairfield Boatworks. Various equipment. True classics, one in gd cond, one in poor cond. V-Bottom Launch, built in '30s w/cat rig, cb now removed. Now laid out for inboard power, engine unavailable. Hull in gd cond. Bindalls Boat, double ended Norwegian built sailboat, 16'4" x 4'4", leeboards. (3)

**Custom Shallow Draft Fishing Skiff**, 18' Wide Guide Skiff, loa 17'10", beam 7', draft 7". Plywood/epoxy composite construction, 50hp Evinrude E-tec 100 hrs. Built by Old Wharf Dory Co. 2001. Many extras. \$16,000.  
**OLD WHARF DORY CO.**, Wellfleet, MA, (508) 3492383, www.oldwharf.com (4P)

**Cruisers Inc '77 26' Cabin Cruiser**, vry gd shape. 6 hdm in cabin. closed in operating cabin, depth fndr, tach, auto pilot, VHF radio, GPS, elec trim tabs. New straight 6-cyl marine engine approx 10hrs, rebtl IBO. Dual axle trlr. \$8,000 w/trlr, \$6,00 w/o, OBO. Located eastern shore of VA. Delivery possible. Photos available.  
**DAVID NAAR**, 8045 Stewarts Wharf Rd., Exmore VA 23350, (757) 442-2821, madnaar@dmv.com (4).

**St. Lawrence River Skiff 18**, circa '27 lapstrake construction restored. \$2,000. Contemporary Ojibwa Birch Bark Canoe 18, exc cond. \$2,200. 2 Cedar Strip Built Canoes 17, exc cond. \$750 ea. Would consider trade for antique clocks or pocket watches.  
**VI BEAUDREAU**, E. Granby, CT, (860) 658-0869, vbeaudreau@hotmail.com <mailto:vbeaudreau@hotmail.com> (3)

**'60 Beetlecat**, 12' cat sailboat, Hull #1002, restored. Hull fiberglassed using Vaites method; decking redone in western red cedar. In water four times since restoration. Located in Warner NH. Asking \$5,800. Contact for photos/questions.  
**JIM MCLAUGHLIN**, Warner, NH, (603) 4563677, jmclaughlin@conknet.com (3)

**30' Gaff Sloop**, '60, John Hanna's classic double ender Tahiti. Yanmar Diesel. Fully equipped, sound cond. Safe, comfortable. Now cruising NE waters. Delivery possible. \$10,500.  
**VAL THOMPSON**, Edgcomb, ME, (207) 882-7637 (3)

## GEAR FOR SALE

**Yamaha 2-stroke 2hp Outboard Motor**, never used, stored in cellar. \$450. Yamaha 2-stroke 2hp Outboard Motor, used, runs well. \$100.  
HAROLD SHETTLES, Salem, CT, (860) 859-2815, harold.m.shettles@snet.net (2)

**Antique Outboard Motor**, Neptune Mighty Mite Model WC-1, 1.7hp. @ 4000rpm. Produced between '61 and '69. In gd running cond. I do not wish to sell it but would like to give it free to some fellow who has an interest in old engines such as this. Original Manual. Located nr Hartford, CT.  
DON JORDAN, Glastonbury, CT, (860) 633-1702, donaldjordan@worldnet.att.net (3)

**Matsushita Blades**, we are offering the 36 tooth, 7 1/2" Matsushita Combination Blade, a very thin kerf blade that runs free & puts little load on the saw, producing a very smooth cut w/minimal waste. Priced at 1 for \$25 or 2 for \$46 w/free shipping. Send check or money order.  
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DAVID VIRTUE, 54 Chauncy Creek Rd., Kittery Point, ME, (207) 439-8005 (24)

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DOWN EAST DORIES, Dept. MB, Pleasant Beach Rd., S. Thomaston, ME 04858 (TF)



**Egret 17' Skin-on-Frame Kayak**, easy to build; many covering options. Plans, patterns, detailed instructions. \$55. SASE for more info.  
ROSS MILLER BOAT DESIGN, P.O. Box 256, West Mystic, CT 06388. (11P)

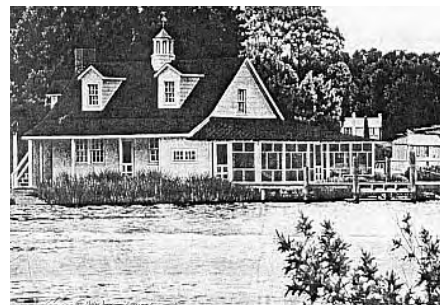
**Robb White & Sons Sport Boat**, handy, pretty, proven 16' x 43" strip planked skiff. Will plane with 2 adults with 4hp. Full sized mold patterns, complete instructions. \$75. SASE for photos & specs.

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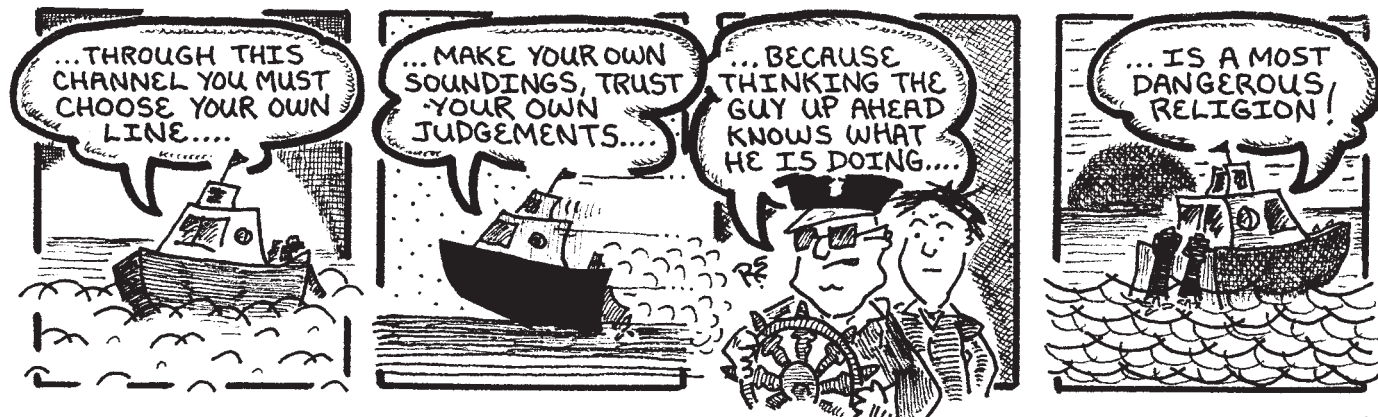
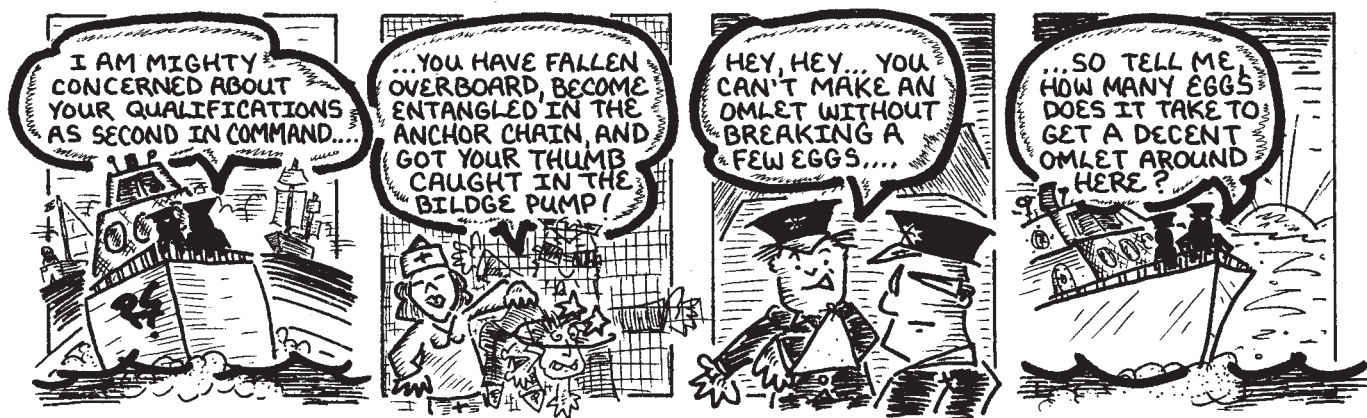




# Shiver Me Timbers

By: Robert L. Summers

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Apr 26-29 Bay Bridge Boat Show,  
Kent Island, MD On Water Demos  
May 4-6 Connecticut PBS Arts Festival,  
Farmington, CT  
May 26-28 Woodstock Craftshow,  
New Paltz, NY On Water Demos  
June 16-17 The Clearwater Festival,  
Croton, NY On Water Demos  
June 23-24 Crafts at Rhinebeck  
Rhinebeck, NY  
July 6-8 Berkshire Crafts Festival,  
Great Barrington, MA On Water Demos  
July 14-15 Lake Champlain Small Boat Festival,  
Vergennes, VT On Water Demos  
July 20-22 Antique & Classic,  
Hammondsport, NY, On Water Demos  
July 27-29 Finger Lakes Boat Show,  
Skaneateles, NY On Water Demos  
Aug 3-5 Champlain Valley Folk Festival,  
Vergennes, VT On Water Demos  
Aug 3-5 Antique & Classic Boat Show,  
Clayton, NY On Water Demos  
Aug 10-12 Maine Boats, Homes and Harbors,  
Rockland, ME On Water Demos  
Sept 7-9 Port Townsend Wooden Boat Festival,  
Port Townsend, WA On Water Demos  
Oct 4-8 United States Sail Boat Show  
Annapolis, MD

He said, "I thought we might go rowing over here."  
She said, "I thought we might go rowing over *there*."  
He said, "Shall we go out towards the middle of the lake?"  
She said, "I thought we'd stay in, close to shore."  
He said, "It looks like there might be a wedding about to start."  
She said, "It looks more like a concert, I think."  
He said, "Sounds like Beethoven."  
She said, "Mozart, actually."  
He said, "Did you plan this?"  
She said, "Why do you ask?"  
She also said, "I hope you like champagne."  
She added, "And shrimp cocktail."



ps: A few months later, at a boatshow, he said, "Will you?"  
She said, "I will."



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